

MARYLAND

HISTORICAL MAGAZINE



Ratcliffe Manor, Talbot County, Maryland—River Front

MARYLAND HISTORICAL SOCIETY
BALTIMORE

MARCH · 1946



HIGHLIGHTS IN
THE HISTORY OF
A Maryland Institution

IN 1874 the Hutzler store was moved to a larger building two doors south. Note that the number was then "67." The general re-numbering of the city took place in 1886, and "67" was then changed to "212."

HUTZLER BROTHERS ©

MSA SC 5881-1-161

MARYLAND
HISTORICAL MAGAZINE

PUBLISHED BY
THE MARYLAND HISTORICAL SOCIETY



VOLUME XLI

BALTIMORE

1946

CONTENTS OF VOLUME XLI

	PAGE
RUNNING THE BLOCKADE: HENRY HOLLYDAY JOINS THE CONFEDERACY. <i>Edited by Frederic B. M. Hollyday,</i>	1
PORTRAITS PAINTED BEFORE 1900 IN THE COLLECTIONS OF THE MARYLAND HISTORICAL SOCIETY. <i>Anna Wells Rutledge,</i>	11
THE MARYLAND CANAL PROJECT—AN EPISODE IN THE HISTORY OF MARYLAND'S INTERNAL IMPROVEMENTS. <i>Walter S. Sanderlin,</i>	51
THE SENATE AND THE LADIES, 1850, <i>Homer Joseph Dodge,</i>	66
REVIEWS OF RECENT BOOKS, 70, 159, 246,	340
NOTES AND QUERIES, 86, 171, 252,	345
THE LEXINGTON ALARM, APRIL 19, 1775. <i>Elizabeth Merritt,</i>	89
THOMAS JEFFERSON IN ANNAPOLIS. <i>Edith Rossiter Bevan,</i>	115
HOW BEN BUTLER SAVED "OLD IRONSIDES." <i>Louis Taylor Merrill,</i>	125
POLITICS IN MARYLAND DURING THE CIVIL WAR, <i>Concluded. Charles Branch Clark,</i>	132
MRS. GREENHOW AND THE REBEL SPY RING. <i>Louis A. Sigaud,</i>	173
WILLIAM BUCKLAND, ARCHITECT OF VIRGINIA AND MARYLAND. <i>Rosamond Randall Beirne,</i>	199
YOUNG MEN IN LOVE, 1795 AND 1823. <i>Lucy Leigh Bowie,</i>	219
A VISITATION OF WESTERN TALBOT. <i>Emerson B. Roberts,</i>	235
BALTIMORE AND THE CRISIS OF 1861. <i>Introduction by Charles McHenry Howard,</i>	257
PORTRAITS IN VARIED MEDIA IN THE COLLECTIONS OF THE MARYLAND HISTORICAL SOCIETY. <i>Anna Wells Rutledge,</i>	282
"HOLLY HILL," EARLY PLANTATION HOME IN ANNE ARUNDEL. <i>The Editor,</i>	327
THE SOCIETY OF THE CINCINNATI.	330

ILLUSTRATIONS

	PAGE
Ratcliffe Manor, Talbot Co.—River front,	Cover, March
Main Gallery, Maryland Historical Society,	opp. 11
Eleanor Darnall, by J. E. Kuhn,	opp. 20
Mrs. Henry Darnall, III, by G. Hesselius,	opp. 20
Mrs. Samuel Chase and Daughters, by C. W. Peale,	opp. 29
Sarah Fitzhugh (Mrs. Theodorick Bland), by JOHN HESSELIUS	opp. 29
John McKim, Jr., by Rembrandt Peale,	opp. 36
William Patterson, by Thomas Sully,	opp. 36

	PAGE
Public Buildings, Annapolis, in the late 18th Century, . . .	Cover, June
First page of Palmer's Dispatch (Lexington Alarm, 1775), . .	opp. 89
Sketch map showing route travelled by expresses, 95
Robert Purviance (c. 1733-1806),	opp. 104
Joseph Palmer (1716-1788),	opp. 104
Message from the Harford County Committee of Correspondence,	opp. 104
Hammond-Harwood House, Annapolis,	Cover, Sept.
William Buckland, by C. W. Peale	opp. 199
"Holly Hill," Anne Arundel County,	Cover. Dec.
"Holly Hill"—Entrance Hall,	opp. 328
"Holly Hill"—Painted Wood Panel,	opp. 328
"Holly Hill"—Painted Plat of "Holly Hill,"	opp. 329
"Holly Hill"—Marbleized panelling,	opp. 329

MARYLAND HISTORICAL MAGAZINE

A Quarterly

Volume XLI

MARCH, 1946

Number 1

RUNNING THE BLOCKADE: HENRY HOLLYDAY JOINS THE CONFEDERACY

Edited by FREDERIC B. M. HOLLYDAY

Henry Hollyday (1836-1921) of "Readbourne," Queen Anne's County, was the son of Henry Hollyday (1798-1865) of "Readbourne," who married in 1826 his first cousin, Anna Maria Hollyday (1805-1855) daughter of Henry Hollyday of "Ratcliffe," Talbot County, and Ann (Carmichael) Hollyday.

The Hollyday families' sympathies during the Civil War were on the Southern side. Henry Hollyday's first cousins, William Henry (1834-1864) and Lamar Hollyday (1841-1934) both served in the Confederate Army, as did other cousins. William Henry Hollyday was killed at the battle of Cold Harbor, June 3, 1864, while serving in the Second Maryland Infantry under General R. E. Lee. Lamar was perhaps the cousin who accompanied Henry in running the blockade. Henry Hollyday's mother's first cousin and brother-in-law was the noted Southern sympathizer, Judge Richard Bennett Carmichael.

After the war Henry engaged in farming and managed the family estate of "Readbourne." In 1869 he married Sarah Hughlett (1850-1878). After her death, he, in 1881, married Margaretta Maxwell

Chilton (1852-1925). On the death of his uncle, Thomas Robins Hollyday (1814-1881) he inherited his estate of "Lee Haven." He later served as an officer of the Easton National Bank.

The text was taken from the MS written by Henry Hollyday after the Civil War, now in the possession of Mr. and Mrs. Henry Robins Hollyday of Easton. It was published, in an abbreviated form, in the *Baltimore Telegram* and the *Easton Star Democrat* about two and a half decades ago.

"RUNNING THE BLOCKADE"

In the summer of 1862 . . . citizens . . . of the United States . . . were exercised over a Draft, which had been called by President Lincoln, to fill up the decimated ranks of the "Union" or "Northern Army."

Hundreds of young men, who were liable to be drafted under this order rather than be forced to take up arms against those who were battling for "States Rights," left their homes, the ease and luxury of social life, to enter the ranks of the "Confederate" or "Southern Army" although well aware that they would have to endure hardships, and encounter dangers.

In order to reach the "Southern Confederacy," or cross the line which divided the two sections and which was disputed ground, during the war, it became necessary to "Run the Blockade." This article is written in order to give an account of the incidents and dangers of one of these routes.

Among the class of young men, above mentioned, were two, one a resident [sic] of New York City; the other for many years a resident of Philadelphia though at the period now referred to he was living in the Town of C——e.¹

On the evening of September [—] 1862, these young friends and cousins, met at their old family mansion,² situated on Chester River, a fine old English building erected somewhere about the year 1720, one hundred and forty-two years before; here preparations were made for the journey which was to separate them from their friends and relations for many weary, toilsome, days. Every precaution had to be observed, to prevent suspicion, on the part of some of the servants of the house, as to what the unusual stir meant, for they were tampered with constantly by *extra zealous* supporters of the Northern cause, who were ever³ seeking an opportunity to entrap Southern Sympathizers. So cautiously were these preparations made, that friends visiting the house knew nothing of the movement until sometime after the Blockade Runners had left.

The next morning, about nine o'clock, after bidding farewell to their loved ones, receiving in return blessings, and prayers for their success, they

¹ Centreville.

² "Readbourne," built about 1730.

³ The word "ever" is crossed out in original.

drove off full of hope for the future, but full of sorrow at leaving, not knowing for how long, or where, the journey would take them; neither of them returned until after the surrender at "Appomattox Court House" April 9, 1865 . . . one being but a wreck of his former self, caused by exposure and want of proper food and clothing while in active service, the other ⁴ being marred for life at the Battle of Gettysburg July 3, 1863.

From the hour of leaving these young men were liable to arrest, and if captured would have either been sent to prison, Fort Delaware being the nearest point, or released upon taking an oath of allegiance to the U. S. authorities, an oath which no honorable man could take, who was not in sympathy with its requirements—an ample supply of Gold and a limited supply of clothing were received for the trip—a trustworthy citizen had been secured to drive these travellers to the Town of S—a ⁵ Smyrna Del. where a staunch Southern Sympathizer would entertain them. The route to It was void of any interest, the country through which the route lay being thinly settled and not improved, . . . As Sy—a was approached the land showed a higher state of cultivation, and the surrounding country formed a very attractive framing to this village picture.

S—y—a was reached about sundown, when the hospitalities of the friend were enjoyed—and such information gained as would aid these travellers in their adventurous journey.

All the arrangements on the upper end of the "underground route" were in complete working order, this friend with whom our travellers stayed, being a volunteer agent, it was therefore safe for them to entrust the nature of their mission to him.

The next morning, the route was continued to Dover, the capital of Delaware, where a Political Convention was being held, and where strangers from all parts of the state had gathered, the presence of our young friends, therefore created no especial notice; being looked upon as visitors for the occasion. It was about midday when Dover was reached and as the train for Seaford did not leave until 3:00 P. M., the interval was taken up with visiting the Convention, the state buildings—and dining at the Hotel.

The citizen, who had driven them across from Md. to this point, being compelled to return to his home, bade adieu to his companions, returning over the ground just travelled. As the time for the cars to leave for Seaford, arrived, these young men approached the Depot, where a sight of "Boys in Blue" "Provost Guards" convinced them that the route had its dangers, these soldiers were stationed at the Depot to intercept suspicious characters; but little did they realize, that the train as it started off southward, contained two *Rebels* aboard.⁶ Great was the relief of our travellers when they found the train rapidly carrying them away from immediate danger, and onward to Seaford where they would remain that night.

⁴ Henry Hollyday.

⁵ Crossed out in original and Smyrna substituted.

⁶ Indistinct in original.

Being strangers in this section—knowing no one, they depended entirely upon a pass word for safe transit, and comfortable accommodations; this pass word proved as valuable to them as the countersign to a picket, when doing duty on the outpost of Army lines.

Toward sundown the train reached Seaford and all the passengers had left. Except an elderly gentleman and our travellers, it was deemed most prudent to join [gain?] if possible, some information as to the location of the town—its surroundings, the character of its people, and their sympathizers in this great contest, for there was scarcely one man, woman, or child throughout the entire land, who had not become identified in some way with one or other of the contending forces; fortunately this elderly gentleman proved to be "the right man in the right place" he being the father-in-law of the gentleman to whom our young friends were to introduce themselves that evening, and from whom such additional information was to be gained, as would insure the safety of their movements the next day.

If the reader asks was it prudent to thus interview an entire stranger? Might not [it] arouse his suspicions? It is answered that this information was obtained by adopting the Yankee system of asking questions, but not answering any, what is understood by the word "pumping."

From the depot our travellers went to the hotel and there ascertained the exact location of Mr. M—u['s] residence soon finding the way thither; Upon giving the pass word Mr. M—u cordially received them introducing them to his wife and several agreeable daughters, whose society added greatly to the enjoyment of a first rate supper. This was the last of its kind they were permitted to enjoy for several years.

About 10 'oc on returning to the town, in order to carry out instructions received from Mr. M—u they called on a Doctor, who was agent at this point, he at once responded to the pass word given inviting them into his office where he related many interesting incidents which as agent had come to his notice; as a number of men, who bore an active part in the Southern ranks, had passed over this route.

They were informed by this agent that in the morn[ing], a reliable citizen would call on them and invite them to join him in a ride—which invitation they must accept, nothing doubting.

Returning to the hotel they soon sought rest for the night, not however without doubts as to their perfect security—for so long as they were within reach of telegram and railroads they were liable to arrest but the next day found them safe, ready for whatever arrangement had been made:—true to the word the invitation for a ride was given, and accepted. Mine host of the hotel served [as] a friend and when the hour for parting arrived he "speeded the parting guests" and many wishes for their success—slipping into the hands of each a buckshot, which would prove a talisman of safety for the rest of the day.

The gentleman selected as escort and guide for the ensuing day or two was thoroughly acquainted with a . . . route to be taken and into a one horse buggy and our travellers and companions, started off westward, for Dorchester Co. to find a retired spot away from the gaze of Provost Guards

to remain their [sic] until a party had been collected sufficiently large to justify the Blockade Captain in setting sail for Virginia.

The road from Seaford to Crotcher's Ferry, in Dorchester Co—where the Nanticoke River is crossed by all travelers passing between Seaford and Vienna, and where our friends remained several days, passed through a very unattractive section of the Peninsula. "Johnson's Cross Roads" being the only point of note on the route, here the counties of Sussex Del. and Caroline and Dorchester Md. join. Our friend halted here to refresh man and beast, among the persons whom they met was the Sheriff of one of the above mentioned counties and had he known the character of his new acquaintances, would have found accommodations for them in the County Jail for a while at least, he being a violent ⁷ Union man—

It was not intended that a Sheriff's authority should check these young men's steps so onward they went, until a farmhouse was reached just across, the Ferry, this farmer was to be guardian over them during the time they remained in Dor. Co. One fact which presented ⁸ [sic] suspicion on the part of those whose duty it was to arrest all doubtful characters, was our friends; both of them, had lived so long in Northern Cities, that they had acquired both the manners and speech of that section: from observation the writer learned that persons' homes at least as far as states are concerned can readily be ascertained by simply noting their manners and speech.

This farm house which gave shelter to our friends was on the public road. And whenever persons were noticed approaching it, from either direction; safety was sought in a neighborly cornfield.

The guide remained, so as to secure their safe passage . . . , over the river to Somerset Co. now Wicomico: but he mist [sic] asking [about] the roads in this section; came very near running himself and companions into the enemy's camp.

Starting early the next morning—after doing many miles and not reaching the point to which they had been directed—enquiry was made by the way side for Mr. R—h— A house was pointed out but it proved to be the residence of another Mr. R—h ⁹ who was not the active agent of the "Underground route" and late in the war arrested and placed in prison—for aiding Rebels. On driving up to the house the lady of the [house] being the only person at home, received our friends, and from them ¹⁰ [sic] learned that her husband was a Union man of the Ultra-Stripe—this lady had a son in the Southern Army—so long therefore as the husband was absent they had nothing to fear.

Having introduced themselves, one as a merchant from N. Y. one a merchant from Phila. on their way to New Market, Cambridge and other points to solicit trade, the escort being a Dentist from Salisbury who was known by reputation . . . in the surrounding country, as it was necessary to seem to be on the way to the towns named and the horse's head was turned in that direction. But as soon as they were out of sight—screened

⁷ Crossed out in original.

⁸ Prevented.

⁹ Raleigh.

¹⁰ Her.

by a cornfield—they turned about and drove rapidly back to Crotcher's Ferry where they had started in the morn[ing] and now a new difficulty presented itself—The husband of the servant at the place where our friends were staying belonged to Gov. Hick[']s brother and was a weekly visitor to this house[.] it was feared he might mention to his master the fact of strangers being in the neighborhood and then arouse his suspicion and lead to the arrest of the merchants . . . it was therefore deemed most prudent to move quarters which was done in the afternoon—the driver and escort returning to Seaford[.]

Another farm house having been selected our friends walked to their new place of retreat[.] while on their way thither an incident occurred which inspired them with feelings of almost certainty as to the success of their "On to Richmond" movement. They were going along the main road leading to Vienna, enjoying the quiet of a summer's evening—when a solitary rider was seen coming towards them—his appearance indicated that he was a well-to-do farmer, and well advanced in life; something suggested to them that this was the man of all others they most wished to meet. And he too seemed to have had an impression that the persons he was approaching were just the ones he was in search of.

When in speaking distance he halted and as our friends inquired of him was [he] not Mr. R—he replied—by simply informing them that they must be at his house "tomorrow evening"[.] his keen perception had lead [sic] him to a quick and correct conclusion; he seemed to know at a glance that these travellers were passing over [the] "underground route" and needed his assistance.

It was most prudent to anticipate his orders in view of the risk this colored man's movements might subject them to, accordingly Sunday night about 8 oc P. M. in a close covered wagon our friends having been joined by several others who were on the same mission; passed through Vienna, and beyond several miles to Noah Raleigh's house situated immediately on the north bank of the Nanticoke River—they were not driven to the house but several hundred yards below where a "dug out" was in waiting to convey them across to Somerset Co.; the tide being very low it was some time before the canoe could be gotten off shore into deep water, this delay caused considerable anxiety for the slightest noise might have caused the servants at the house to enquire into [the] meaning of it and lead to the arrest of the entire party. Mr. Raleigh included. Having been safely paddled across the River they were landed in a thicket of briars—and were compelled to tramp over sandy ground, through woods, and swamps to a farm house, not far from Quantico[.] here food was furnished and sufficient rest, to enable them to proceed onward to the marshes below, where a place of perfect security could be found, the party consisting of fourteen had assembled, and everything made ready for a sail across "The Bay."

A Dry Spot was found, in a potatoe [sic] Bin—a place used to store Sweet Potatoes during the winter—here our friends could avoid the searching eye of Provost Guards and the scorching rays of a summer's sun, but the mosquitoes had indisputed sway—These Potatoes Bins or Holes—

are like "Bomb Proofs" built during the war by soldiers, as protection against cannon Balls, and shells from Mortar Guns—they are dug under the ground like vaults, deep enough to enable persons to stand erect, at the same time having sufficient thickness of covering to prevent being broken in by heavy weights.

Fortunately the stay here was not long, or the mosquitoes would not have left blood enough in our friends to have made them of any use as soldiers[;] these mosquitoes are voracious feeders. The Party had assembled—about sundown to share the dangers of a trip across the Chesapeake[.] it was composed of our friends; two stout Irishmen from Dor. Co., and two young farmers from the same Co. all of whom bore an active part in the war as members of the "Second Maryland Battalion of Infantry C. S. A." one of the farmers having been killed during the Battle of "Pegram's Farm" on the Weldon R. R., Also of a citizen from Washington City who figures as a hero, in his own Estimation; but who proved to be a miserable coward; and finally of six citizens of Delaware, whom our friends lost sight of after reaching Richmond; all under command of a brave little Captain named Turpin. The Boat which was to convey this party across to the Va. Shore was a canoe about thirty three feet long, such as can now be seen on the tributaries of the Chesapeake—in use by that class of oysterman known as tongermen. Capt. Turpin owned the boat and was regularly engaged in the "Blockade" business[,] running passengers and contraband goods; though a very hazardous business, it was very profitable—twenty dollars in gold being the fare each passenger had to pay added to which was whatever profit could be made out of the freight.

The sun was just setting when Captain called his passengers on board and made ready for the cruise—pushing off from shore the boat was rowed along until broader waters were reached and night had thrown a mantle over it so that sails could be used without being seen from land. The route selected was out into the Nanticoke into Tangier Sound thence out into the Chesapeake by way of Smith's Island and across the Bay in a S. W. course for Little River on the Va. Shore. A point immediately opposite Point Lookout on the mouth of the Potomac River.

Tangier Sound is a broad, shallow expanse of water laying [sic] between the western border of Somerset Co. and several small Islands which skirt along the Eastern side of the Chesapeake[.] as the Sound was entered, a dark cloud hove up in the west causing Egyptian darkness which was soon followed by a Thunderstorm and the boat which had been sailing along so smoothly was brought to a sudden halt aground upon the flats miles from either shore.

All hands had to leave the boat and assist in getting her off, for the Virginia Shore had to be reached before daylight. Although the water was shallow, the mud was deep and the passengers found themselves nearly waist [deep] in water before the boat could be depended on—this however was but a foretaste of the trouble in store for them. After some delay—and much labor and patience the boat was sliding smoothly and rapidly across the broad waters of the Chesapeake about twenty miles

wide at this point. The passengers occupied the interval after getting out of the Sound with learning somewhat of the lives of each other and the time passed pleasantly without incident to mar its pleasure; until a light [was] seen in the distance which seemed to be bearing down upon them [and] caused some anxiety, all agreeing that it proceeded from a Government Gun Boat on the lookout for Blockade Runners[.] as the race would be between steam and sail, the danger seemed great and all felt it keenly—fully expecting to be captured or drowned. The Washingtonian seemed more alarmed than the rest for to use his own language "I am too well known in Washington and have recently left there to avoid arrest, if caught I would meet a traitor's death Captain! oh Captain! for God's sake don't let them capture us. Any where Captain; up the Bay, down the Bay, only don't let them capture me." This supposed danger proceeded from a Norfolk steamer plying her regular route between Baltimore and Norfolk. Once more this party was permitted to sail on smoothly and undisturbed, but the trip was not destined to be free from excitement and danger.

The Virginia Shore was approached just as day was breaking and the shades of receding night might make objects ahead appear dim and indistinct, while those behind stood out clear and against the horizon[.] The boat was steering for Little River; one of the many streams which course inland from the Chesapeake Bay and Potomac River. A dark object was observed ahead, a little to the right just emerging from the cover of the Va Shore. Slowly but surely it was making towards Capt Turpin while he trimmed his sails and handled his rudder with so much skill that with the aid of a friendly breeze his little boat, with its human cargo, was rapidly sailing for land—the sound of Muffled oars and hushed voices told of danger and that this would be a race for freedom. Capt T. understood thoroughly the situation; knew the qualities of his boat the navigation of the surrounding water and that land would soon be reached; he advised the men to screen themselves as best they could which could only be done by lying down in the bottom of the boat spoon fashion[—] a very cramped position.

Soon was heard the call so familiar to all sailors "Boat ahoy" "Heave to" coming from the officer in charge of the Gov't Barge manned by oarsmen and armed marines armed with a small howitzer. Again and again this call was made but Captain Turpin feigned deafness in order to gain time. When his boat was crossing the bow of the enemy's boat about one hundred yards from it came the preremptory order "Heave too or we'll fire" [.] This was replied to by one of the men "Fire and be d-m-d to you" and fire they did. The sharp report of the howitzer followed by the whizzing of the leaden missiles which it sent forth told that while the canoe could sail rapidly out of reach—its passengers would be battling with the bold waters of the Chesapeake as well as an armed enemy. The damage from the first shot was very slight only a hole cut in the sail. The race now became intensely exciting the canoe having the advantage of wind—while the Barge had to rely upon oars—the position of the two canoe and barge had now changed. Those on the former canoe could plainly see the Barge stand out distinct against the Eastern Sky while those

on the canoe were scarcely visible from the Barge. Capt. Turpin had succeeded in gaining considerable distance on the Barge before the second shot could be fired—a solid shot which fell sufficiently near the canoe to splash water on the men. Before a third shot could be made the canoe had reached the River and turning a point of land was soon out of sight and range of the Enemy's fire—So that this last messenger of death went over and beyond harmless—and our little band was once more safe—Some of the men as the canoe rounded the point preferred to trust to their own strength and jumped overboard—reaching land as best they could. Among this number was our Washington friend. He must not be slighted in such an account of the encounter with real danger for here his true character was developed whereas before when only supposed danger presented itself, he begged that the Captain would make his escape—so that he might not be captured and shot—now that there really was danger present he begged Capt. Turpin to surrender. "Surrender Captain or we'll all be killed" forgetting in his great fright that a "traitor's grave" awaited him.

The men having abandoned the canoe scattered in different directions some to find protection as they thought in a cornfield near by[.] among this number was the writer of this sketch.

As day broke more fully so that objects could be seen some distance off, A Gun Boat which was stationed at this point and sent out on picket duty was discovered not two hundred yards from this place of retreat sufficiently near to make it dangerous to remain[.] accordingly it was soon decided to move further inland—following what seemed to be a public road the party was brought out to a sudden halt by the cry of "There they are now, the Yankees" [The] Washingtonian saw danger on every hand. This time what he supposed to be the enemy—some dark objects which seemed to be advancing toward him[—]proved to be an old black Sow with a litter of half grown pigs.

If some of the men had met these dangerous porkers a few years later in the War—they would have been quickly slaughtered for daring to put themselves in a soldier's way—And now the Washington hero (?) disappears from this scene—what became of him the writer never learned—but it is quite certain that he never added any strength to the Southern cause.

The young friends and cousins—who were introduced to our readers at the outset[—]having been separated the entire day met at a farm house where food was furnished, then scouting parties had scoured the country around for stragglers and [. . .]¹¹ position of the Yankees. The entire number of passengers assembled here where preparations were made to proceed as far as Heathsville on the way to Richmond.

Heathsville, the county seat of Westmoreland Co. is an old English settlement showing evidence of its age in the . . . weather beaten buildings scattered here and there. The Citizens were full of such hospitality as a war ridden people possessed, for although they had not been visited by

¹¹ Several words undecipherable.

the ravages of contending armies nor witnessed the terrible carnage and destruction which nearly every other portion of the state became familiar with the effects of war, were visible in scarcity of young able bodied men, only old men and cripples, women and children were to be seen—Our tired travellers were refreshed by a beverage quite famous in this country but new to them, "Peach and Honey" made from home distilled Peach Brandy and Honey.

A night was spent here and in the morning arrangements made for the "On to Richmond" move, wagons and teams were secured and guides who knew the route for danger still hovered around this party and not until they were within Confederate lines where they were entirely free from danger of capture. The Union Gun Boats controlled most of the rivers and were constantly plying up and down the York and Rappahonick [sic] Rivers which had to be crossed by this party. As the Party were about starting the Sheriff of that County requested that they would take as Prisoners of War, to Richmond two Yankees who had been captured by some citizens—a short time previously. It seems that while our travellers were pushing their way inland, Men in charge of Govt. Barge after capturing Capt. Turpin[s] boat carried it to Point Lookout and two soldiers had taken it out into the Potomac to catch some oysters—a stiff wind springing up they were unable to manage the boat and drifted onto the Virginia Shore where they were captured and brought to Heathsville—The Canoe was returned to Captain Turpin minus its contents and doubtless he made many more Blockade Trips in her. The presence of the Prisoners added very much in the onward movements the citizens being rejoiced to see their invaders—rendered harmless.

The route selected was via C H crossing the Rappahannock at — The York at — The Pomunkey at — and the Chickahominy at —¹² It required ten days and nights to make the entire trip from Centreville, Md. to Richmond, Va. On the evening of Sept — our young friends entered Richmond having passed over a portion of the Battle fields made memorable in the contest between McClellan for the possession and R. E. Lee, for the defense of Richmond—after delivering the Prisoners to the Provost Marshall of Richmond, they repaired to the Spotswood Hotel for rest until the morn[in]g when they enlisted under the Banner of the Red and White in the rank[s] of the 2nd Md. Batt Infantry C. S. A. Co H Capt Wm. A. Murray commanding.

¹² The localities were left unnamed by the writer.



MAIN GALLERY, MARYLAND HISTORICAL SOCIETY

PORTRAITS PAINTED BEFORE 1900 IN THE COLLECTION OF THE MARY- LAND HISTORICAL SOCIETY

By ANNA WELLS RUTLEDGE

The Maryland Historical Society's collection of likenesses assembled by gift, purchase and deposit, since its incorporation in 1844, numbers well over five hundred; the media range from portraits in oil and in miniature through water colors, drawing and silhouettes—exclusive of extensive files of engravings, daguerreotypes and photographs.

This handlist of those portraits in the large in oil painted before the year 1900 follows publication of a list of the miniatures in the collection. These are the first such compilations. The subjects in these several lists include personages of major or minor interest to Maryland—from King James I, Charles I and Queen Henrietta Maria, the early Darnalls, Attorney General Thomas Bordley, Governor Thomas Johnson, and members of the Carroll family—through Revolutionary leaders and prominent figures of the early and mid-nineteenth century—to the late Governor Albert C. Ritchie. With the exception of certain popular items borrowed again and again by other institutions for loan exhibits, and therefore recorded in catalogues, the group as a whole has not been brought to public attention. The scope of it, either from the point of view of artists, or as a "Maryland Portrait Gallery" has not been generally recognized. To rectify past neglect and to make the material available to students working on monographs of individual artists, or on biographical studies of personages of note, these lists have been prepared.

As work on American painters and paintings continues, it is anticipated that some attributions may have to be altered and that further clarification of the productions of artists working in Maryland, and of the work of artists patronized by Marylanders

when away from home, will result. However, before a *catalogue raisonné* is attempted and previous to the moment when funds and time are available for thorough laboratory examination, which might disclose additional signatures, many of the following attributions are but tentative.

For the foundation of the work on portraits in the Society's collection I am greatly indebted to Dr. J. Hall Pleasants, Vice-President of the Society, whose studies, particularly of the eighteenth century portraits, have been of inestimable value.

When not otherwise noted all paintings are on rectangular canvasses and the measurements given in inches are those of the stretcher. A list of artists represented and works attributed to them follows the list of subjects.

1. FELIX AGNUS (1839-1925)

Owner and editor of the *Baltimore American* and *Star*. Distinguished Union officer in the Civil War.

By André Castaigne. Signed: A. CASTAIGNE [and] BALTO-1890.
52 $\frac{3}{8}$ x 38.

Bequest of Mrs. P. B. Key Daingerfield. 43.40.9

2. FELIX AGNUS (1839-1925)

See above.

By Paul Hallwig. Signed: *Paul Hallwig / 1892*. 30 x 25

Bequest of Mrs. P. B. Key Daingerfield. 43.40.10

3. MRS. THOMAS STOCKETT ALEXANDER (Priscilla Ghiselin) (1809-1856)

By George Linen. *Inscription on frame: Painted by / Geo. Linen / October 1856*. 7 x 6 $\frac{1}{4}$.

The Henry J. Berkley Collection. 34.12.2

4. GEORGE WANSEY ANDREWS (c. 1801-1877)

Chemist and apothecary of the firm of Andrews and Thompson, of Baltimore.

Unattributed American. 36 x 28.

Bequest of Mrs. Mary Cornelia Beasley. 22.14.1

5. GEORGE ARMISTEAD (1780-1818)

Distinguished soldier of the War of 1812; promoted to the rank of lieutenant-colonel for the successful defense of Fort McHenry, September 13-14, 1814.

By Rembrandt Peale. 23 x 19.

Deposited by the Peabody Institute. 36.16.1

6. WILLIAM BAKER (1752-1815)
 Baltimore merchant.
 By Philip Tilyard. 36 x 27 $\frac{7}{8}$. Oil on panel.
 Gift of Miss Sophia Anna Graves. 42.3.1
7. MRS. WILLIAM BAKER (Anna Burneston) (1757-1841)
 By Philip Tilyard. 36 $\frac{1}{4}$ x 28 $\frac{1}{8}$. Oil on panel.
 Gift of Miss Sophia Anna Graves. 42.3.2
8. DAVID BARNUM (1770-1844)
 Proprietor of the City Hotel, familiarly known as "Barnum's Hotel," for over fifty years headquarters for distinguished visitors to Baltimore and the scene of notable public banquets.
 Unattributed American. 30 x 25. Oval.
 Gift of Miss Annie Barnum. 1889.3.1
9. CHARLES CARROLL BOMBAUGH, M. D. (1828-1906)
 Physician and author; editor the *Baltimore Underwriter*; Vice-President of The American Academy of Medicine.
 By Louis Dieterich. Signed: *L. Dieterich / 1895*. 30 x 25.
 Gift of Augustus Springett. 35.13.1
10. MADAME JEROME BONAPARTE (Elizabeth Patterson) (1785-1879)
 Daughter of William Patterson of Baltimore. Married in the Baltimore Cathedral, 1803, to the youngest brother of Napoleon. When the couple arrived in Europe, the Emperor refused to let Mme. Bonaparte land and later annulled the marriage.
 By François Joseph Kinson. Inscription on back: *Madame Jérôme Bonaparte / née Patterson / Peint a Paris année 1817 / par Kinson*. 25 $\frac{1}{2}$ x 21 $\frac{1}{4}$.
 The Patterson-Bonaparte Collection. XX.5.72
11. MADAME JEROME BONAPARTE (Elizabeth Patterson) (1785-1879)
 See above.
 By Firmin Massot. Inscriptions on back: "*Mde. Jerome Bonaparte / NEE E. Patterson.*"; "*Peint Par MASSOT à GENÈVE. 1823*"; "*Portrait de Mde. Jérôme Bonaparte / née Elizabeth Patterson / fait à Genève année 1823.*"; "*E P*"; "*Portrait de Mde. Jérôme Bonaparte / née Patterson*"; "*Portrait de Mde. Elizabeth / Bonaparte / Patterson / année 1823 / fait a Genève / par Massot*"; "*Génève / 1823.*" 11 $\frac{7}{8}$ x 9 $\frac{1}{2}$. Oil on panel.
 The Patterson-Bonaparte Collection. XX.5.69
12. JEROME NAPOLEON BONAPARTE (1830-1893)
 Son of Jerome Napoleon Bonaparte, grandson of Jerome Bonaparte and Betsy Patterson. Graduated from the United States Military Academy, 1852; served in the United States Army and in the Army

of the Second Empire. By Ernst Fischer. Signed *E. Fischer / Baltimore 1850*. 27 x 22.

The Patterson-Bonaparte Collection. XX.5.73

13. THOMAS BORDLEY (1682-1726)

Distinguished lawyer; burgess from Annapolis, 1708-12, 1716-20; burgess for Anne Arundel County 1716, 1722-26; attorney-general of Maryland, 1715, 1716, 1719; member of the Governor's Council, 1720-21; clerk of the Provincial Court; commissary general of Maryland, 1718-1720.

By Gustavus Hesselius. 27 $\frac{1}{8}$ x 22 $\frac{5}{8}$.

Bequest of Frank M. Etting. 1891.2.1

14. ANN LUX BOWLY (Mrs. Henry Thompson) (1776-1847)

Of Baltimore.

By Robert Edge Pine. 22 $\frac{3}{4}$ x 18 $\frac{7}{8}$.

The Oliver-Thompson Collection. 36.4.3

15. DANIEL BOWLY (1745-1807)

Of "Furley Hall," Baltimore County; ensign in Sterett's Company, Baltimore Militia, during the Revolution; member of the Committee of Observation, 1775; commissioner of Baltimore Town, 1771-1798; warden of the Port of Baltimore; State senator, 1786, 1789, 1791.

By Charles Willson Peale. 16 x 12 $\frac{1}{16}$. It is probable that the canvas has been cut down.

The Oliver-Thompson Collection. 34.9.5

DANIEL BOWLY

See DAVID HARRIS and DANIEL BOWLY

16. CHARLES BRADENBAUGH (1820-1862)

One of the original trustees of the Peabody Institute, Baltimore; president of the Mercantile Library Association.

By Charles Loring Elliott. Signed: *C L Elliott / 1858*. 50 x 40.

Deposited by the Peabody Institute. 24.24.6

17. GEORGE BROWN (1787-1859)

Second head of the banking house of Alexander Brown and Sons, Baltimore; treasurer of the Baltimore & Ohio Railroad; one of the original trustees of the Peabody Institute; president of the Mechanics Bank.

By John Robertson. Signed: *J. Robertson*. 19 $\frac{3}{4}$ x 16.

Gift of Washington Perine. 43.41.2

18. MRS. ANDREW BUCHANAN (Susan Lawson) (1743-1798)

Of Baltimore.

Unattributed American; probably painted in Baltimore. 27 x 22 $\frac{1}{4}$.

The Redwood Collection. XX.4.222

19. GEORGE W. BUCKLER (died 1866)
 Unattributed American. 30 x 25.
 Provenance not established.

20. CHARLES CALVERT, FIFTH LORD BALTIMORE (1699-1751)
 Lord Proprietary of Maryland, which he visited in 1732 in connection with the boundary dispute between Maryland and Pennsylvania; Gentleman of the Bedchamber to Frederick, Prince of Wales; Warden of the Stannaries and Cofferer, 1736; Member of Parliament for Surrey, 1741-1747; Lord of the Admiralty, 1741; a Fellow of the Royal Society.
 By Thomas Sully after an English portrait. $93\frac{1}{2} \times 54\frac{1}{4}$.
 Gift of Thomas Sully. 1856.1.1

21. SAMUEL CARNE, M. D. (died c. 1770)
 Of Charleston, South Carolina; an early exponent of inoculation for smallpox.
 By Jeremiah Theus. 30 x 25. Oval.
 Deposited by the late Mrs. Florence Read Beaton. 04.2.7

22. MRS. SAMUEL CARNE (Catherine Bond) (d. 1806)
 By Jeremiah Theus. 30 x 25. Oval.
 Deposited by the late Mrs. Florence Read Beaton. 04.2.8

23. CHARLES CARROLL OF CARROLLTON (1737-1832)
 Statesman, planter, last surviving signer of the Declaration of Independence; delegate to the Maryland Revolutionary Convention, 1775; member of the Continental Congress, 1776 and 1778; Commissioner to Canada, 1776; United States Senator from Maryland, 1789-1792.
 By Michael Laty after Robert Field. Signed: *M. Laty, pinx*
 $30\frac{1}{8} \times 24\frac{7}{8}$.
 Gift of Mrs. Richard Caton. 1846.2.1

24. DANIEL CARROLL (1730-1796)
 Of Upper Marlboro and Rock Creek, Prince George's County, Maryland; one of the commissioners appointed under the Act to lay out the City of Washington.
 By John Wollaston. $50 \times 40\frac{1}{4}$.
 Gift of Dr. Clapham Pennington. 25.1.1

25. MRS. DANIEL CARROLL (Eleanor Carroll) (1731-1763) and
 DANIEL CARROLL II (b. 1752)
 By John Wollaston. $50 \times 41\frac{1}{2}$.
 Gift of Dr. Clapham Pennington. 25.1.2

26. MISS CHASE (born c. 1715)
 Daughter of the Reverend Richard Chase, 1692-1742.
 Unattributed American. 50 x 40.
 Bequest of Mrs. Mary Chase Merrill. 28.12.2

27. JEREMIAH CHASE (c. 1718-1755) and RICHARD CHASE (c. 1718-1757)
 Sons of the Reverend Richard Chase, 1692-1742, of England and Maryland; chaplain to the Lord Proprietary.
 Unattributed American. $45\frac{3}{4} \times 36\frac{1}{2}$.
 Bequest of Mrs. Mary Chase Merrill. 28.12.1

28. SAMUEL CHASE (1741-1811)
 Jurist of Annapolis and Baltimore; delegate to the Continental Congress, 1774-1778, 1784-1785; Signer of the Declaration of Independence; Judge of the Baltimore County Court, 1778; Chief Judge of the Maryland Court of Appeals, 1788; Associate Justice of the United States Supreme Court, 1796-1811. An ardent Federalist, he was a violent opponent of Jefferson, who in 1804 attempted to have him impeached.
 By Charles Willson Peale. $50 \times 36\frac{1}{4}$.
 Bequest of Mrs. Samuel Ridout and Mrs. William Laird.
 1892.2.1

29. MRS. SAMUEL CHASE (Anne Baldwin) and her daughters, ANNE CHASE (1771-1852) and MATILDA CHASE (Mrs. Henry Ridgely) (1763-1835)
 By Charles Willson Peale. $49\frac{7}{8} \times 36\frac{5}{8}$.
 Bequest of Mrs. Samuel Ridout and Mrs. William Laird.
 1892.2.2

30. ANNA LAETITIA COALE (Mrs. John C. Brune) (1817-1856)
 Of Baltimore.
 By Alfred J. Miller. $17\frac{3}{4} \times 14\frac{5}{8}$. Oval.
 The Redwood Collection. XX.4.218

31. ANNA MARIA COALE (1779-1813)
 Of Baltimore.
 By James House. $4\frac{3}{8} \times 5\frac{5}{8}$. Oil on panel.
 The Redwood Collection. XX.4.228

32. EDWARD JOHNSON COALE (1776-1832)
 Lawyer, publisher and bookseller of Baltimore and Washington.
 By Sarah M. Peale. 30 x 25.
 The Redwood Collection. XX.4.217

33. MRS. EDWARD JOHNSON COALE (Mary Anne Buchanan) (1792-1866)
By William James Hubbard. $7 \times 5\frac{7}{8}$. Oil on panel.
The Redwood Collection. XX.4.226
34. MRS. EDWARD JOHNSON COALE (Mary Anne Buchanan) (1792-1866)
By Thomas Waterman Wood. Signed: *T. W. Wood*. $10\frac{1}{8} \times 7$.
Oval. Oil on paper.
The Redwood Collection. XX.4.229
35. MARY ABIGAIL WILLING COALE (Mrs. William Tower Proud) (1789-1831)
Of Baltimore.
By Alfred J. Miller after Thomas Sully. $29\frac{1}{4} \times 24$. Oil on panel.
The Redwood Collection. XX.4.219
36. BENJAMIN I. COHEN (1797-1845)
Captain of the Marion Corps, Maryland Militia, 1823; one of the founders of the Baltimore Stock Exchange, 1837.
By James L. Wattles. Stencil on back: *PAINTED/ by/ J. WATTLES/ BALT.* 30×25 .
The Eleanor S. Cohen Collection. 38.7.78
37. BENJAMIN I. COHEN (1797-1845)
See above.
By Joseph Wood. Inscription on backing: *Wood fecit.* $9 \times 6\frac{11}{16}$.
Oil on paper.
The Eleanor S. Cohen Collection. 18.6.13
38. BENJAMIN I. COHEN, JR. (1852-1910)
Baltimore lawyer who, in 1879, moved to Portland, Oregon, where he founded the Portland Trust Company of which he was president.
By Thomas Waterman Wood, 1856. Signed; *T. W. Wood*.
 $10 \times 7\frac{1}{2}$. Oval. Oil on paper.
The Eleanor S. Cohen Collection. 38.7.79
39. GEORGIE COHEN (1856-1871)
By L. G. Florance. Signed: *L. G. Florance/ 1862.* 20×16 .
The Eleanor S. Cohen Collection. 38.7.77
40. MRS. ROSWELL LYMAN COLT (Margaret Oliver) (1790-1856)
Of Baltimore and New York.
By William James Hubbard. $7\frac{1}{8} \times 5\frac{7}{8}$. Oil on panel.
The Oliver-Thompson Collection. 34.9.4
41. HENRY DAINGERFIELD (1800-1866)
Of Alexandria, Virginia.
Unattributed American. 30×25 .
Bequest of Mrs. P. B. Key Daingerfield. 43.40.14

42. MASTER DARNALL (*circa* 1720)
 Unattributed American. 61 x 41 $\frac{3}{4}$.
 Bequest of Miss Ellen C. Daingerfield. 12.1.6
43. ELEANOR DARNALL (Mrs. Daniel Carroll) (1704-1796)
 Of "The Woodyard," Prince George's County, Maryland.
 By Justus Engelhardt Kühn. 53 $\frac{3}{4}$ x 44.
 Bequest of Miss Ellen C. Daingerfield. 12.1.5
44. HENRY DARNALL I (1645-1711)
 Of "The Woodyard," Prince George's County, Maryland; one of the largest land owners in Maryland; member of the Governor's Council, 1679-1689; one of the deputy governors, 1684-1689; colonel of militia; justice and high sheriff of Calvert County.
 An altered copy after Justus Engelhardt Kühn or possibly a modified replica. 36 $\frac{7}{8}$ x 30.
 Bequest of Miss Ellen C. Daingerfield. 12.1.1
45. MRS. HENRY DARNALL I (Eleanor Hatton Brooke) (1642-1724)
 See note on above. 37 x 30.
 Bequest of Miss Ellen C. Daingerfield. 12.1.2
46. MRS. HENRY DARNALL II (Anne Digges) (1685-living 1750)
 Of "The Woodyard," Prince George's County, Maryland.
 By Justus Engelhardt Kühn. 37 x 30.
 Bequest of Miss Ellen C. Daingerfield. 12.1.7
47. HENRY DARNALL III (b. 1702-living 1788)
 Of "The Woodyard," Prince George's County, Maryland; collector of customs for the Potomac; attorney-general of the Province, 1751-1756; receiver of revenues for Lord Baltimore. He spent his latter years abroad.
 By Justus Engelhardt Kühn. 53 $\frac{7}{8}$ x 44.
 Bequest of Miss Ellen C. Daingerfield. 12.1.3
48. MRS. HENRY DARNALL III (Ann Talbot)
 By Gustavus Hesselius. 29 $\frac{5}{8}$ x 25.
 Bequest of Miss Ellen C. Daingerfield. 12.1.4
49. STEPHEN DECATUR (1779-1820)
 Promoted to Captain, U. S. N., in 1804 for his bravery in burning the captured *Philadelphia* in the harbor of Tripoli; captured the British frigate *Macedonia*, 1812; Commodore, 1813; in 1816 he commanded the fleet sent against Algiers and compelled the Bey to sue for peace. He was killed in a duel with Captain Barron.
 By Rembrandt Peale. 23 $\frac{1}{8}$ x 19 $\frac{1}{8}$.
 Purchase. 1857.2.6

50. ARCHIBALD DOBBIN (1764-1830)
Inspector of Customs, Baltimore.
Unattributed, probably European. 22 x 18 $\frac{1}{4}$.
The J. Wilson Leakin Collection. 23.17.25
51. WILLIAM HAMMOND DORSEY (1764-1818)
Of Montgomery County, Maryland, and Georgetown, D. C.
Attributed to George William West. 12 x 9.
The Redwood Collection. XX.4.225
52. SAMUEL ETTING (1796-1862)
Prominent Baltimore merchant; served in the Baltimore Fencibles at Fort McHenry, 1814.
Attributed to Joseph Wood. 12 $\frac{7}{8}$ x 10 $\frac{3}{4}$. Oil on silk.
The Eleanor S. Cohen Collection. 18.6.39
53. SOLOMON ETTING (1764-1847)
Prominent merchant of York, Pennsylvania, and Baltimore who had an interest in Robert Fulton's plans for construction of steam vessels of war. He was one of the first Jews to hold office in Maryland; President of the first branch, Baltimore City Council; an incorporator of the Baltimore and Ohio Railroad.
By John Wesley Jarvis. 34 $\frac{1}{8}$ x 26 $\frac{1}{8}$. Oil on panel.
The Eleanor S. Cohen Collection. 20.35.1
54. MRS. SOLOMON ETTING (Rachel Gratz) (1764-1831)
By John Wesley Jarvis. 34 x 26 $\frac{1}{4}$. Oil on panel.
The Eleanor S. Cohen Collection. 20.35.2
55. THE EMPRESS EUGÉNIE (Eugénie de Montijo, Comtesse de Teba) (1826-1920)
Consort of Napoleon III.
Unattributed European. Inscribed on back: *Depuis Colsz.* 29 x 23 $\frac{1}{2}$.
Oval.
The Patterson-Bonaparte Collection. XX.5.71
56. HUGH DAVEY EVANS (1792-1868)
Lawyer; writer on religious subjects; one of the founders of the Library Company of Baltimore.
By Isaac Eugene Craig, 1871. 84 x 48 (sight).
Provenance not established.
57. MRS. WILLIAM EVANS (Margaret Randall) (1782-1872)
Of Baltimore and Rochester, New York.
By Thomas LeClear. 30 x 25.
Gift of Mrs. Virginia Evans Devereux. 38.14.1

58. CONRAD R. FITE (1797-1879)
 Officer of the Farmers and Merchants Bank; of the firm Tiffany, Fite and Company, and Fite, Grinnell and Company.
 By Sarah M. Peale. 30 x 24 $\frac{7}{8}$.
 Gift of Miss Mary E. Waters. 27.20.1
59. MRS. CONRAD R. FITE (Pamelia Gist) (1801-1885)
 By Sarah M. Peale. 30 x 24 $\frac{7}{8}$.
 Gift of Miss Mary E. Waters. 27.20.2
60. SARAH FITZHUGH (Mrs. Theodorick Bland) (1746-1793)
 Of "Bedford," King George County, Virginia.
 By John Hesselius. Inscription pasted on stretcher: *Miss Sarah Fitzhugh Daughter of / . . . Fitzhugh / AEtat 19 Years. 1767./ J. Hesselius Pinx./ Lined and restored by Charles Volkmar Baltimore. 1856.* 50 x 40.
 Gift of Thomas H. G. and Lawrence M. Bailliere. 46.1.1
61. DANIEL JAMES FOLEY (1819-1905)
 Of the firm of D. J. Foley & Co.; became a member of the Hibernian Society of Baltimore in 1840, its treasurer in 1843 and its president 1864-1871.
 By Thomas C. Corner. Signed: *Thos. C. Corner/ 1894.* 49 $\frac{1}{2}$ x 37 $\frac{1}{2}$ (sight).
 Gift of The Hibernian Society. 44.23.3
62. HORATIO GATES (1728-1806)
 Major in the British Army during the French and Indian War. In 1772 he settled at "Travellers Rest," Berkeley County, Virginia. At the outbreak of the Revolution he was given the rank of brigadier-general and in May 1776 promoted to major-general. By Act of Congress, Nov. 4, 1777, he received the thanks of the nation and a gold medal for his parts in the Battles of Bennington and Fort Schuyler. He commanded the Army in the South, but was superseded by Greene after Cornwallis defeated him at Camden. Attributed by donor to John Trumbull. Recent study suggests, on stylistic grounds, that it may be by James Peale. 36 $\frac{1}{8}$ x 27 $\frac{1}{8}$.
 Gift of Mrs. William S. G. Baker. 1890.2.1
63. SAMUEL KNOX GEORGE (1810-1871)
 By John Dabour. Signed: *J. Dabour/ 1869.* 30 x 25.
 Provenance not established.
64. REVERDY GHISELIN, M. D. (d. 1822)
 Physician of Prince George's County, Maryland.
 Unattributed American. 30 x 25.
 The Henry J. Berkley Collection. 34.12.1



No. 43. ELEANOR DARNALL
By Justus Engelhardt Kühn



No. 48. MRS. HENRY DARNALL, III
By Gustavus Hesselius

65. ROBERT MORGAN GIBBES (1796-1864)
 Of Charleston, Baltimore and New York; his Newport villa was "Buenavista."
 By William James Hubbard. 7 x 6. Oil on panel.
 The Oliver-Thompson Collection. 34.9.2
66. WILLIAM FELL GILES (1807-1879)
 Admitted to the Baltimore bar 1829; member of the Legislature 1837-40; judge of the U. S. District Court of Maryland 1853; for 30 years an officer of the Maryland State Colonization Society.
 By Henry G. McCann. 36 x 29.
 Gift of Mrs. Alfred Baker Giles. 14.4.1
67. GEORGE M. GILL (1803-1887)
 Admitted to Baltimore bar, 1823; member of the Constitutional Convention, 1867.
 By Solomon N. Carvalho. Signed: *S. N. Carvalho/ 1859.* 30 x 25.
 Provenance not established.
68. MRS. ROBERT GILMOR, III (Ellen Ward) (1811-1880)
 Of Baltimore and "Glen Ellen," Baltimore County, Maryland.
 By William E. West. 30 x 25.
 Deposited by Mrs. Thomas G. Buchanan. 38.11.1
69. MORDECAI GIST (1743-1792)
 Of Maryland and South Carolina. Captain of Baltimore Independent Company, 1774; 2nd major 1st Maryland Battalion, 1776; colonel, 1776; brigadier general, 1779. His bravery at the Battle of Camden was commended by Congress, 1780. During the latter part of the war he was given the task of recruiting and supplying the army for the Southern District.
 By James K. Harley, altered copy after Charles Willson Peale. Inscription on back: *Portrait of Genl. M. Gist of the/ "Maryland line"—from A Picture/ in the possession of Dr. Cockey/ Original by C. W. Peale-/ J. K. Harley Pinxt.* 29 $\frac{1}{8}$ x 24 $\frac{3}{4}$.
 Gift of Dr. J. Paul Cockey and John S. Smith. 1853.3.1
70. MORDECAI GIST (1743-1792)
 See above.
 By Luther Terry, altered copy after Charles Willson Peale. Inscribed: *Copied from the original by Chs Wilson Peale, for Dr. J. Paul Cockey./ L. Terry Pinxt/ 1837 Genl. Mordecai Gist.* 30 x 25.
 Gift of W. S. G. Baker. 04.1.1
71. MAXIMILIAN GODEFROY (living 1848)
 Native of France, active in America as teacher, architect and

engineer; instructor in St. Mary's Seminary, Baltimore, c. 1805-1819. He designed St. Mary's Seminary Chapel, Battle Monument, Unitarian Church, the Baltimore Exchange (with Latrobe), Masonic Hall, and the Commercial and Farmers Bank.

By Rembrandt Peale. $23\frac{1}{8} \times 19\frac{1}{8}$.

Deposited by the Peabody Institute. 36.16.2

72. DR. EDWARD YERBURY GOLDSBOROUGH (1797-1850)

Physician and planter of "Richfields," Frederick County, Maryland.

Unattributed American. $30 \times 24\frac{3}{4}$.

Gift of Mrs. Richard M. Duvall. 42.8.1

73. MRS. EDWARD YERBURY GOLDSBOROUGH (Margaret Schley) (1802-1876)

Unattributed American. $29\frac{1}{8} \times 24\frac{1}{8}$.

Gift of Mrs. Richard M. Duvall. 42.8.2

74. ARTHUR PUE GORMAN (1839-1906)

Member of the Maryland House of Delegates, 1870-1880; United States Senate, 1880-1899 and 1903-1906; Democratic leader and manager of Cleveland's campaigns; president Chesapeake and Ohio Canal.

By Louis Dieterich. Signed: *L. Dieterich/ 1894*. 30×25 .

Gift of Mrs. Ada Gorman Magness. 34.8.1

75. ELIZABETH GOULD (Mrs. John Baker Brimmer) (1751-1793)

Of Boston, Massachusetts.

By Joseph Badger. $41\frac{3}{4} \times 32\frac{7}{8}$.

The Eaton Collection. 30.21.173

76. HANNAH GOULD (Mrs. John Middleton Lovell) (1760-1792)

Of Boston, Massachusetts.

By Joseph Badger. $33\frac{1}{2} \times 42\frac{1}{2}$.

The Eaton Collection. 30.21.174

77. SARAH GOULD (1753-1786)

Of Boston, Massachusetts.

By Joseph Badger. $41\frac{3}{4} \times 32\frac{3}{4}$.

The Eaton Collection. 30.21.172

78. EDWARD GRAY (1776-1856)

Merchant of Philadelphia and Baltimore; proprietor of cotton mills at Ellicott City, Maryland.

By Chester Harding. 30×25 .

Gift of Miss Coale. 1890.1.1

79. GREEK GIRL

Attributed to Minor B. Kellogg. 24×20 .

Deposited by Mrs. M. W. Preston. 1886.2.1

80. NATHANAEL GREENE (1742-1786)

Of Rhode Island and Georgia. Brigadier-General Continental Line, 1775; brevetted major-general, August 1776; quartermaster-general, 1778; commander-in-chief, Southern Department, 1780; Congress in October, 1781, voted him a stand of British flags and a gold medal for his victory at Eutaw Springs, and in January, 1783, passed a vote of thanks for his success in the Southern Department.

By Rembrandt Peale after Charles Willson Peale. $23\frac{1}{4} \times 19\frac{1}{4}$.

Purchase. 1857.2.1

81. WILLIAM WALLACE TAYLOR GREENWAY (1817-1899)

Of Baltimore.

By Charles Wesley Jarvis. $34\frac{1}{4} \times 27\frac{1}{8}$.

Gift of Miss Elizabeth W. Greenway. 40.10.22

82. ISRAEL GRIFFITH (1799-1875)

Of the dry goods firm of I. and H. B. Griffith, of Baltimore.

Unattributed American. $29\frac{7}{8} \times 24\frac{7}{8}$.

Gift of Mrs. Charles T. Griffith. 44.44.1

83. THE CHILDREN OF ISRAEL GRIFFITH

ISRAEL GRIFFITH, JR. (1835-1863) FRANCES ANN GRIFFITH (1830-

SARAH ANN GRIFFITH (1835-1858) 1863)

(Mrs. Joseph Ruddach) (m. 1. James C. Worthington)

MARY ELEANOR GRIFFITH (m. 2. William H. Hungerford)

(b. 1828) ALVERDA GRIFFITH (b. 1832)

(Mrs. Walter Farnandis) (Mrs. Romulus R. Griffith, Jr.)

EMMA GRIFFITH (b. 1842)

(Mrs. Charles R. Coleman, Jr.)

By Oliver T. Eddy. 83×103 (sight).

Gift of John G. Buck in memory of Alverda Griffith Buck.
18.9.1

84. JANE REBECCA GRIFFITH (1816-1848)

Attributed to Oliver T. Eddy. $26\frac{1}{4} \times 33\frac{1}{8}$. Oil on panel.

Gift of Miss Jane G. Keys. 36.12.1

85. JANE REBECCA GRIFFITH (1816-1848)

Attributed by donor to Samuel L. Waldo; attributed by Dr. J. H. Pleasants to Oliver T. Eddy. 49×36 . Oil on panel.

Gift of Mrs. Charles T. Griffith. 44.44.2

86. WILLIAM HANDY GRIFFITH (1827-1880)

Of Baltimore.

Unattributed American. $29\frac{7}{8} \times 24\frac{7}{8}$.

Gift of Miss Flavilla W. Griffith. 44.63.1

87. ROBERT GOODLOE HARPER (1765-1825)
Of South Carolina and Maryland. Distinguished lawyer and statesman; member of Congress from South Carolina, 1785-1801; major-general, Maryland Militia, 1814; elected United States Senator, 1816; Federalist candidate for Vice-President, 1816; original member American Colonization Society.
By Harper Pennington after Robert Field. 30 x 24.
Gift of Miss Emily Harper. 1885.1.1
88. BENJAMIN GWINN HARRIS (1806-1895)
Of "Ellenborough," St. Mary's County; lawyer and planter; member of the Maryland House of Delegates and the United States Congress. In May, 1865, he was tried and convicted for harboring Confederate soldiers but was pardoned by President Johnson.
By George Cooke. Signed: G. C. 1839. 29 $\frac{7}{8}$ x 25 $\frac{1}{8}$.
Bequest of Mrs. Mattie M. Key. 42.10.7
89. MRS. BENJAMIN GWINN HARRIS (Martha Elizabeth Harris) (1813-1892)
By George Cooke. Signed: G. C./ 1839. 29 $\frac{7}{8}$ x 25.
Bequest of Mrs. Mattie M. Key. 42.10.8
90. DAVID HARRIS (d. 1809) and DANIEL BOWLY (1745-1807)
Harris of "Mt. Deposit" (later "Surrey"), Baltimore County, Maryland, was paymaster in Thompson's Pennsylvania Rifle Battalion and 3rd lieutenant, 1775; 1st lieutenant and captain 1st Continental Infantry, 1776; captain in the 1st Pennsylvania, 1777; cashier of the Office of Discount and Deposit, Baltimore.
For Bowly see above.
By Francis Guy. 7 $\frac{3}{4}$ x 6 $\frac{1}{2}$.
The Oliver-Thompson Collection. 34.9.6
91. JOSEPH HARRIS (1773-1855)
Of "Mt. Tirzah," Charles County, Maryland; clerk of court, St. Mary's County, Maryland, 1795-1843.
By George Cooke. 30 x 25.
Bequest of Mrs. Mattie M. Key. 42.10.6
92. LAURA JANE HARRIS (Mrs. James Blake) (1846-1892)
Unattributed American. 48 $\frac{1}{4}$ x 36.
Gift of Mrs. Mary W. Love. 44.17.1
93. HALL HARRISON (1774-1830)
Prominent merchant of Baltimore.
Unattributed American. 30 $\frac{1}{8}$ x 25.
The Oliver-Thompson Collection. 36.4.7

94. QUEEN HENRIETTA MARIA (1609-1669)

Consort of Charles I of England who bestowed the name of Maryland in her honor.

From *Atelier* of Anthony Van Dyck. $47\frac{1}{2} \times 36$.

Gift of Miss Jane James Cook. 40.26.1

95. AUGUSTINE HERRMAN (d. 1686)

Of "Bohemia Manor," Cecil County, Maryland. A native of Prague in Bohemia, who, in 1633, as agent of a Dutch firm settled in New Amsterdam (New York) where he served as councillor; in 1659 he came to Maryland to represent the Dutch interests in regard to the settlements on the Delaware. For the map which he prepared for Lord Baltimore he received immense grants of land. Copy by William Clark, after an earlier portrait. Signed: *W Clark/ Fecit. A. D 1788*.

Deposited by Miss Mary Ella Massey. 25.30.1

96. MRS. AUGUSTINE HERRMAN (Jannetje Varlett)

Copy by William Clark, after an earlier portrait. Signed: *W. Clark./ Fecit./ A. D. 1788. 20\frac{3}{4} \times 15\frac{1}{4}*.

Deposited by Miss Mary Ella Massey. 25.30.2

97. JACOB HINDMAN (1789-1827)

Of Talbot County and Baltimore; captain in 2nd U. S. Artillery, 1812; major, 1813; brevetted lieutenant-colonel for distinguished services at Fort Erie, 1814; colonel, 1815. In 1824, as commandant at Fort McHenry, he received General the Marquis de Lafayette. By John Wesley Jarvis. $29\frac{7}{8} \times 24\frac{7}{8}$.

The Noel-Wyatt Collection. XX.1.6

98. SARAH ESTHER HINDMAN (Mrs. Gilmor Meredith) (1827-1899)

Of Baltimore; painted in character of "Little Red Riding Hood." By Thomas Sully. Signed: *T.S. 1833. 53\frac{1}{2} \times 37\frac{1}{2}*.

Deposited by the Peabody Institute. 24.24.5

99. MRS. ISAAC HITE (Eleanor Conway Madison) (1760-1802) and JAMES MADISON HITE (1793-1850)

Of "Belle Grove" and "Guilford," Clarke County, Virginia. By Charles Peale Polk. $59\frac{5}{8} \times 40\frac{5}{8}$.

Gift of Mrs. Drayton Meade Hite. 18.10.3

100. JOHN EAGER HOWARD (1752-1827)

Of "Belvedere," Baltimore; captain 2nd Maryland Battalion of the Flying Camp, July, 1776; major 4th Maryland, 1777; lieutenant-colonel, 5th Maryland, 1778; on March 9, 1781, Congress "Resolved, That a medal of silver be presented to Lieutenant-Colonel Howard of the Infantry, with emblems and mottoes descriptive of

his conduct at the battle of Cowpens, January 17th, 1781." He was delegate to the Continental Congress, 1787-1788; Governor of Maryland, 1789-1792; United States Senator, 1796-1803.

By Michael Laty after Charles Willson Peale. Inscribed on back: *Col. John Eager Howard / From Peales of 1787 / by/ M. Laty 1846.* 23½ x 19½.

Gift of James and Charles Howard. 1846.1.1

101. CHRISTOPHER HUGHES, JR. (1786-1849)

Of Baltimore. Secretary to the American Commissioners at Ghent, 1815. He brought the Treaty and news of peace with England to Congress. Secretary to the U. S. Legation in London, 1815; chargé d'affaires to Sweden and Norway, 1816-1825, to the Netherlands, 1825-1830, Sweden, 1830-1842, and again to the Netherlands 1842-1845, when he returned to the United States. He was a celebrated wit.

By Sir Martin Archer Shee, R. A. 30 x 24½.

Bequest of Christopher Hughes, Jr. 1850.1.1

102. JOHN JAY (1745-1829)

Member of the Committee of Correspondence of New York, 1776; member of the Provincial Congress, 1776, of the Continental Congress, 1774-1779, president of the latter, 1778-1779; minister to Spain, 1780; a member of the Commission which negotiated peace with Great Britain, 1783; Secretary for Foreign Affairs, 1784-1790; Chief Justice of the United States Supreme Court, 1790-1795; one of the negotiators of the Jay Treaty with England in 1794 and Governor of New York, 1795-1801.

By Charles Willson Peale or a copy after him by Rembrandt Peale. 23½ x 19½.

Purchase. 1857.2.4

103. HUGH JENKINS (1798?-1863)

Native of Waterford, Ireland; merchant and president of the Hibernian Society of Baltimore, 1846-1864.

By Thomas C. Corner, copy after an unknown artist. Signed: *Thos. C. Corner- / -1894-* 50 x 38 (sight).

Gift of The Hibernian Society. 44.23.2

104. LOUIS EICHELBERGER JOHNSON

Son of Reverdy Johnson.

By Carl Bersch. Inscribed: *Bersch [and] Maj. Louis E. Johnson Paymaster USA. 1861.* 22 x 14½

Gift of Alan M. Johnson. 37.6.1

105. REVERDY JOHNSON (1796-1876)

Of Baltimore; lawyer and diplomat; United States Senator, 1845-1849, 1862-1868; attorney-general of the United States under

Taylor, 1849-1853; minister to Great Britain, 1868-1869. He was a Whig, a Unionist during the Civil War, later a Republican.

By William E. West. 36 x 28 $\frac{1}{4}$.

Gift of Mrs. Charles G. Kerr. 23.16.1

106. THOMAS JOHNSON (1732-1819)

Of Frederick County, Maryland. Delegate to the Continental Congress, 1774-1777, 1781-1787, on whose motion Washington was made Commander-in-Chief of the Army; first Governor of Maryland, 1777-1779; Justice of the United States Supreme Court, 1791-1793; he declined Washington's offer of the posts of Chief Justice of the Supreme Court, and of Secretary of State, 1797.

By John Hesselius. 30 x 25 $\frac{1}{4}$.

Deposited by Mrs. Frye. 27.29.1

107. MRS. THOMAS JOHNSON (Ann Jennings) (1745-1794)

By John Hesselius. 30 $\frac{1}{4}$ x 25.

Deposited by Mrs. Frye. 27.29.2

108. SAMUEL JOHNSTON (1727-1810)

Lawyer of York, Pennsylvania, and Baltimore; suspected of Tory sympathies.

By Charles Peale Polk. 36 x 28.

Bequest of Mrs. Thomas B. Gresham. 26.39.1

109. JOHANN DE KALB (1721-1780)

"Baron de Kalb"; distinguished in the service of France, this officer served with the Revolutionary forces in America and was mortally wounded at Camden.

By James R. Lambdin after Charles Willson Peale. Inscription on back: "*Portrait of the Baron de Kalb/ Copied from the original by C. W. Peale/ in Independence Hall, Phila/ and presented to the Historical Socy/ of Maryland by/ J. R Lambdin./ March 1857*". 30 $\frac{1}{4}$ x 25 $\frac{1}{8}$.

Gift of James R. Lambdin. 1857.3.1

110. GEORGE PROCTOR KANE (1820-1878)

Collector of the Port of Baltimore; marshal of police during the riots of 1861, and a leader of the Southern sympathizers, for which he was imprisoned. President of the Hibernian Society, 1872-1878. By Oscar Hallwig, 1893, probably after a photograph. 32 x 27 (sight).

Gift of the Hibernian Society. 44.23.5

111. CHARLES KEAN (1811-1868)

Famous English actor in character of *Hamlet*.

By Jan Angus. Signed: *J. A.* 10 $\frac{3}{8}$ x 9. Oil on panel.

Gift of Mrs. Joseph H. Meredith. 1891.1.3

112. GEORGE MICHAEL KREBS (1758-1823)
 Merchant of Philadelphia; proprietor of a brick kiln, a view of which is in the background. The paper he holds bears the following: "No reason/ of Complaints as there was in/ Egypt. Exodus Chap 5"
 By James Peale. Signed: *I. Peale/ 1804.* 36 x 28½.
 Bequest of Miss Ida Krebs. 25.28.1
113. MRS. GEORGE MICHAEL KREBS (Elizabeth Wagner) (d. 1846)
 By Sarah M. Peale. 36 x 28¾.
 Bequest of Miss Ida Krebs. 25.28.2
114. WILLIAM KREBS
 Died while a student at the Princeton Theological Seminary.
 By Francis M. Drexel. Signed: *F. M. Drexel/ Pinxt 1822.* 30 x 25½.
 Bequest of Miss Ida Krebs. 25.28.5
115. GENERAL THE MARQUIS DE LAFAYETTE (1757-1834)
 Liberal and soldier.
 Unattributed French, from life. 36½ x 29.
 Gift of William Power Wilson. 1889.2.1
116. GENERAL THE MARQUIS DE LAFAYETTE (1757-1834)
 See above.
 This painting formerly hung in the Commercial Reading Room in the Baltimore Exchange.
 Unattributed American after Ary Scheffer. 93 x 68¼.
 Bequest of Marcus L. Dudley in memory of George U. Porter.
 01.2.2
117. JOHN HAZELHURST BONEVAL LATROBE (1803-1891)
 Lawyer, amateur artist, and inventor; president of The Maryland Historical Society, 1871-1891; counsel for the Baltimore and Ohio Railroad, 1827-1891.
 By John Dabour. Signed: *J. Dabour/1891.* 30 x 25.
 Purchase. 1896.6.1
118. JOHN HAZLEHURST BONEVAL LATROBE (1803-1891)
 See above.
 Artist unknown. Inscribed on back. *JHB La Trobe/Aet 29/ September 1832.*
 37⅞ x 2¾ Oval. Oil on paper.
 Gift of Latrobe Cogswell. 45.105.2
119. MYRA LEAKIN (b. ca. 1855)
 Of Baltimore; painted *circa* 1860.
 By Hans Heinrich Bebie. 20⅞ x 16⅞.
 The J. Wilson Leakin Collection. 23.17.26



No. 29. MRS. SAMUEL CHASE and DAUGHTERS
By Charles Willson Peale



No. 60. SARAH FITZHUGH
By John Hesselius

120. SHEPPARD CHURCH LEAKIN (1790-1867)
Printer, publisher and proprietor of the *Baltimore Chronicle*; captain in the 38th Infantry, Maryland Militia, at Battle of North Point, 1814; Mayor of Baltimore, 1838-1840.
By Sarah M. Peale. 30 x 25.
The J. Wilson Leakin Collection. 23.17.27
121. ROBERT EDWARD LEE (1807-1870)
Confederate Commander-in-Chief; president of Washington College, Lexington, Va. This portrait was purchased at the Ladies Southern Relief Association Fair at the Maryland Institute, Baltimore, 1866.
Artist unknown. 27 x 23.
Gift of Armistead M. Webb. 32.4.1
122. JOHN CARROLL LE GRAND (1814-1861)
Of Baltimore; assistant judge, Sixth Judicial District, 1844-1851; chief judge, Maryland Court of Appeals, 1851-1861; secretary of state of Maryland, 1842-1844.
By Henry G. McCann. Inscription on back: *Hon. John Carroll Legrande/Chief Justice of Maryland/ Painted from life in 1854/ by McCann.* 30 x 24 $\frac{3}{4}$.
Deposited by Miss Preston. 1886.2.3
123. JOHN MIDDLETON LOVELL (1763-1799)
Adjutant 2nd Brigade, Massachusetts Militia, 1789, major, 1790; lieutenant, U. S. Corps of Artillerists and Engineers, 1795.
Unattributed American. 30 x 24 $\frac{3}{4}$.
The Eaton Collection. 30.21.171
124. FIELDING LUCAS, JR. (1781-1854)
Baltimore publisher and bookseller; president Second Branch, City Council, 1838-1841; president Board of School Commissioners, 1837-1838; director Baltimore & Ohio Railroad, 1835-1854.
Attributed to Sarah M. Peale. 30 x 25.
Gift of Mrs. Virginia Halsey Twinch. 43.19.1
125. THE JAMES McCORMICK FAMILY
Prominent mercantile family of Baltimore.
JAMES McCORMICK (c. 1760-1841)
MRS. JAMES McCORMICK (1762-1810)
(Rachel Ridgely Lux)
WILLIAM LUX McCORMICK (b. 1803)
SOPHIA PLEASANTS McCORMICK
(Mrs. Hammond)
JOHN PLEASANTS McCORMICK (1799-1862)
By Joshua Johnston, Negro painter. 50 $\frac{7}{8}$ x 69 $\frac{5}{8}$.
Gift of Dr. Thomas C. McCormick. 20.6.1

126. HASLETT MCKIM (1812-1891)
 Merchant of Baltimore and New York; president of the Baltimore and Cuba Smelting and Mining Company.
 Unattributed American. $12\frac{1}{4} \times 10\frac{3}{8}$.
 Gift of Mrs. William Duncan McKim. 41.10.4
127. ISAAC MCKIM (1775-1838)
 Baltimore shipping merchant; builder of the noted clipper *Ann McKim* (named for his wife); served as aide to General Samuel Smith, 1814; state senator, 1821-1823; member of Congress, 1823-1825, 1833-1838; one of the original directors of the Baltimore and Ohio Railroad, 1827-1831.
 By Rembrandt Peale. $36\frac{1}{4} \times 28$.
 Gift of Mrs. William Duncan McKim. 41.10.1
128. JOHN MCKIM, JR. (1766-1842)
 Merchant of Baltimore; assisted in financing the defence of Baltimore in 1814; one of the incorporators of the Baltimore and Ohio Railroad.
 By Rembrandt Peale. $33\frac{1}{2} \times 28$.
 Gift of William Power Wilson. 23.11.1
129. MRS. JOHN MCKIM, JR. (Margaret Telfair) (1770-1836)
 By Rembrandt Peale. $33\frac{1}{4} \times 28$.
 Gift of William Power Wilson. 23.11.2
130. MRS. WILLIAM DUNCAN MCKIM (Susan Haslett) (1780-1876)
 Of Baltimore.
 Unattributed American. 30×25 .
 Gift of Mrs. William Duncan McKim. 41.10.2
131. MRS. WILLIAM DUNCAN MCKIM (Susan Haslett) (1780-1876)
 Unattributed American. $16 \times 11\frac{3}{4}$.
 Gift of Mrs. William Duncan McKim. 41.10.3
132. ALLAN McLANE (1746-1829)
 Lieutenant in the Delaware Militia, 1776; captain of Patton's Continental Regiment, 1777; senior captain of Lee's Legion; served as major under Steuben in Virginia; appointed collector of Port of Wilmington by Washington and served until the time of his death.
 By Rembrandt Peale. $28\frac{5}{8} \times 23\frac{7}{8}$.
 Deposited by Miss Elizabeth Curzon McLane. 25.31.1
133. LOUIS McLANE (1786-1857)
 Of Delaware and Cecil County, Maryland; member of Congress for Delaware, 1816-1827; United States Senator, 1827-1829; minister to Great Britain, 1829-1831; Secretary of the Treasury and Secretary of State under Jackson; member of the Maryland

Constitutional Convention of 1850; president of the Baltimore and Ohio Railroad, 1837-1847.

By Rembrandt Peale. $28\frac{7}{8} \times 23\frac{3}{4}$.

Deposited by Miss Elizabeth Curzon McLane. 25.32.1

134. JAMES MADISON, SR. (1751-1801)

Of Virginia; father of President Madison.

By Charles Peale Polk. Signed: *C. P. Polk/ pinxt/ 1799*. $59\frac{3}{4} \times 40\frac{3}{4}$.

Gift of Mrs. Drayton Meade Hite. 18.10.1

135. MRS. JAMES MADISON, SR. (Eleanor Rose Conway) (1739-1821)

By Charles Peale Polk. $59\frac{5}{8} \times 40\frac{5}{8}$.

Gift of Mrs. Drayton Meade Hite. 18.10.2

136. JOHN MARSHALL (1755-1835)

Of Virginia; second Chief Justice of the Supreme Court of the United States.

By George C. Lambdin after Henry Inman. $35\frac{3}{4} \times 29$.

Deposited by Mrs. J. V. McNeil. 1886.1.7

137. ENNALLS MARTIN, JR.

Of Talbot County, Maryland.

By Thomas C. Ruckle. $29\frac{7}{8} \times 24\frac{7}{8}$.

Deposited by Mrs. Mary L. Martin. 03.3.1

138. MRS. ENNALLS MARTIN, JR. (Mary McNabb)

By Thomas C. Ruckle. $29\frac{5}{8} \times 24\frac{7}{8}$.

Deposited by Mrs. Mary L. Martin. 03.3.2

139. WILLIAM MAXWELL or NATHANAEL GREENE MAXWELL

By Joseph Wood. Signed: *Del by/ Jos Wood/ 1830*. $8\frac{3}{4} \times 6\frac{3}{4}$.
Oil on paper.

The Redwood Collection. XX.4.224

140. BRANTZ MAYER (1809-1879)

Lawyer, author, traveller; one of the editors of *The Baltimore American*; a founder and President of The Maryland Historical Society, 1867-71; he served in the Army of the United States during and after the Civil War.

By Edward McDowell. Signed: *E. McDowell*. 38×31

Purchase. 1896.4.2

141. JONATHAN MEREDITH (1784-1872)

Distinguished lawyer of Baltimore; at one time a partner of William Wirt.

By John Wesley Jarvis. $33\frac{1}{4} \times 26\frac{7}{8}$.

Gift of Mrs. Gilmor Meredith. 1899.1.1

142. THOMAS MIFFLIN (1744-1800)
Of Pennsylvania; member of the First Continental Congress, 1774; aide to Washington, 1775; Quartermaster-General, 1775-1778; Governor of Pennsylvania, 1790-1799.
By Rembrandt Peale after Charles Willson Peale. $23\frac{1}{4} \times 19\frac{1}{8}$.
Purchase. 1857.2.8
143. PAUL CHARLES MORPHY (1837-1884)
Of New Orleans; in 1859 acclaimed as champion chess player of the world and an unparalleled chess genius.
By Solomon N. Carvalho. $36 \times 28\frac{7}{8}$.
Provenance not established.
144. JOHN GOTTLIEB MORRIS (1803-1895)
Clergyman, scientist, author; Pastor First English Lutheran Church, Baltimore; leading Lutheran scholar in America; first librarian of the Peabody Institute; president of the Maryland Academy of Sciences, of the Society for the History of the Germans in Maryland, and of the Maryland Historical Society, 1895.
By Oscar Hallwig. 30×25 .
Purchase. 1896.4.3
145. "OLD MOSES" (MOSES JOHNS) (d. 1847)
Baltimore Negro ice cream and oyster vendor.
By Thomas Waterman Wood. Signed: T.W.W. $5\frac{3}{8} \times 3\frac{3}{8}$.
The Redwood Collection. XX.4.243
146. HENRY MYERS (1795-1870)
Baltimore merchant; fought at North Point, 1814; captain of 39th Regiment, Maryland Militia; judge of Appeal Tax Court.
Unattributed American. 30×25 .
Gift of Andrew J. Kone. 14.3.1
147. NAPOLEON III (1808-1873)
Emperor of the French.
Unattributed European. 29×23 . Oval.
The Patterson-Bonaparte Collection. XX.5.70
148. ROGER NELSON (1759-1815)
Of Frederick County, Maryland; lieutenant of 5th Regiment, Maryland Militia, 1780; fought at Guilford Court House, 1781; present at Yorktown; admitted to bar 1785; in 1793, at time of Whiskey Rebellion, he organized and led a cavalry troop; Brigadier General Maryland Militia; served in the Maryland House of Delegates; Federal House of Representatives, 1804-1810; Associate Judge, 6th

Judicial Circuit of Maryland, 1810-1815; for many years Democratic leader in the House.

Unattributed American. Altered copy after a miniature. 30 x 24 $\frac{7}{8}$.

Bequest of Mrs. Josephine Nelson Hamlin. 40.25.1

149. MRS. JOSEPH NICHOLSON (Elizabeth Hopper) (1739-1806) and ELIZABETH NICHOLSON NOEL (1797-1851)

Of Queen Anne's County, Maryland.

The subjects may have been incorrectly identified by the former owner and this may be the double portrait listed in the 1823 Catalogue of the Peale Museum as "No. 136. Mrs. N. Bosley and Grandchild by Miss S. M. Peale. Owner D. Bosley."

By Sarah M. Peale. 36 x 27.

The Noel-Wyatt Collection. XX.1.5

150. MRS. PERRY ECCLESTON NOEL (Sarah Nicholson) (1776-1846)
Of Queen Anne's County, Maryland.

By Sarah M. Peale. 35 x 27 $\frac{1}{2}$.

The Noel-Wyatt Collection. XX.1.7

151. CHARLES OLIVER (1792-1858)

Of Baltimore and Paris.

Attributed to Jacob Eichholtz. 29 x 24.

The Oliver-Thompson Collection. 36.4.9

152. JOHN OLIVER (d. 1823)

Prominent Baltimore merchant of the firm of R. and J. Oliver; president of the Hibernian Society of Baltimore.

By William James Hubbard. 7 x 6. Oil on panel.

The Oliver-Thompson Collection. 34.9.3.

153. JOHN OLIVER. (d. 1823)

See above.

By Rembrandt Peale, altered copy after Gilbert Stuart. Painted on order of the Hibernian Society, 1824. 54 $\frac{1}{2}$ x 40 $\frac{1}{2}$.

Gift of the Hibernian Society. 44.23.1

154. ROBERT OLIVER (1759-1834)

Native of Ireland; probably the wealthiest and most prominent Baltimore merchant of his day; senior member of the firm of R. and J. Oliver.

By William James Hubbard. 7 x 5 $\frac{7}{8}$. Oil on panel.

The Oliver-Thompson Collection. 34.9.1

155. ROBERT OLIVER (1759-1834)

See above.

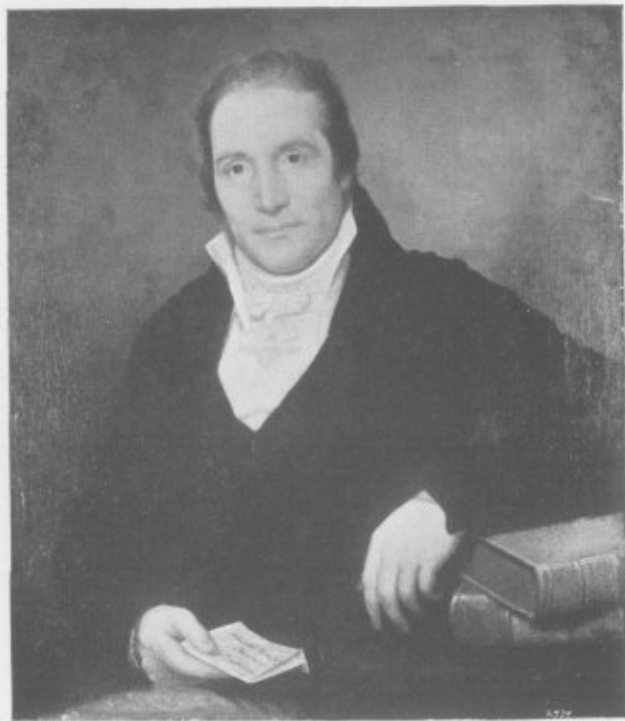
By or after William James Hubbard. 7 $\frac{1}{2}$ x 6 $\frac{1}{2}$. Oil on panel.

Gift of Washington Perine. 43.41.3

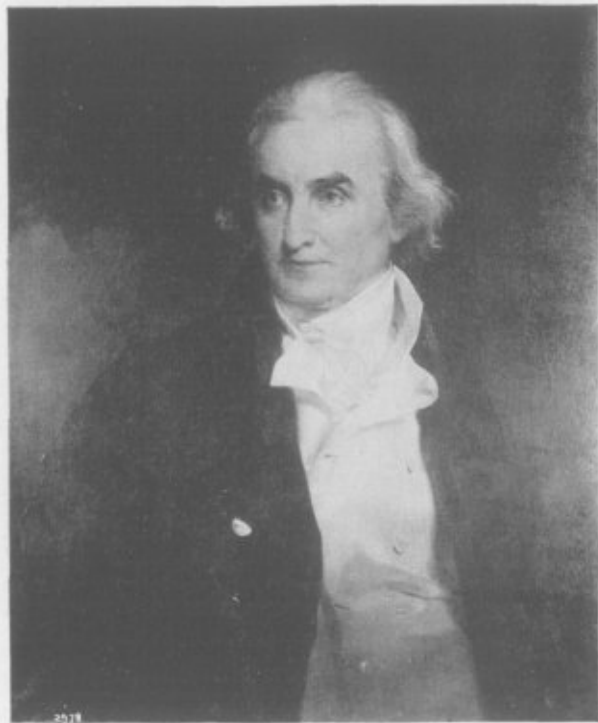
156. ROBERT OLIVER (1759-1834)
 See above.
 By John Wesley Jarvis. 30 x 25.
 The Oliver-Thompson Collection. 36.4.8
157. MRS. THOMAS OLIVER (Mary Caile Harrison) (1805-1873)
 Of Baltimore.
 Attributed to Jacob Eichholtz. $22\frac{1}{2} \times 18\frac{3}{4}$.
 The Oliver-Thompson Collection. 36.4.6
158. JOHN PACA (1712-1781)
 Of Bush River, Harford County, Maryland; burgess for Baltimore County, 1745-1763; father of William Paca, the "Signer."
 By Charles Willson Peale. 50 x 40 $\frac{1}{4}$.
 Deposited by the Peabody Institute. 24.24.3
159. WILLIAM PACA (1740-1799).
 Of "Wye Hall." Student at the Inner Temple; elected to the Provincial Assembly, 1768; member of the Maryland Committee of Correspondence and the first and second Continental Congresses; Signer of the Declaration of Independence; member of the Maryland Council of Safety; chief judge of the Maryland General Court, 1778; appointed by Congress chief justice of the court of appeals in admiralty and prize cases, 1780; Governor of Maryland, 1782-1785; delegate to the Maryland Convention, which adopted the Federal Constitution, 1788; appointed United States district judge, 1789. The Society of the Cincinnati elected Paca to honorary membership for his services during the war.
 By Charles Willson Peale. 87 x 57 (sight).
 Deposited by the Peabody Institute. 24.24.4
160. WILLIAM PATTERSON (1752-1835)
 Native of Ireland; wealthy Baltimore merchant whose daughter Elizabeth (Betsy) married Jerome Bonaparte.
 By Thomas Sully. Signed: *TS. 1821*. 30 x 25.
 Bequest of Mrs. George Patterson. 1883.1.1
161. GEORGE PEABODY (1795-1869).
 Merchant, international banker, philanthropist of Baltimore and London; benefactor of the Maryland Historical Society.
 By James Read Lambdin. Signed in monogram: *JRL/ 1857*. 35 $\frac{1}{2}$ x 29.
 Purchase. 1857.4.1
162. DAVID MAULDEN PERINE (1796-1882)
 Of "Homeland," Baltimore County; distinguished lawyer; for many years register of wills in Baltimore.
 By Thomas Sully. Signed: *TS. 1852*. 24 x 20.
 Bequest of Washington Perine. 44.55.1

163. OLIVER HAZARD PERRY (1785-1819)
Distinguished naval officer; the "Hero of Lake Erie," 1813; Captain, 1813.
By Rembrandt Peale. 23 x 19.
Purchase. 1857.2.7
164. OLIVER HAZARD PERRY (1785-1819)
See above.
Unattributed American. $9\frac{3}{4} \times 8\frac{1}{4}$. Oil on panel.
Deposited by the Peabody Institute. 39.7.1
165. ELIZA PHILLIPS
Of Harford County, Maryland.
By John Beale Bordley. 30 x 25.
Gift of Dr. James Bordley, Jr. 44.68.1
166. THOMAS M. POST
1st lieutenant and captain in the 12th U. S. Infantry, 1812-1813.
Unattributed American. 30 x 25.
Bequest of Miss Margaret R. Yoe. 40.20.1
167. THOMAS G. PRATT (1804-1869)
Of Prince George's County, Maryland, and Baltimore; lawyer; member of the House of Delegates, 1832-1835; state senator, 1838-1843; Governor of Maryland, 1845-1848; United States Senator, 1849-1857.
Unattributed American. 34 x 27.
Deposited by Miss Florence Hobson. 36.14.1
168. MRS. THOMAS G. PRATT (Adeline Kent) (1815-1897)
Unattributed American. 34 x $26\frac{3}{4}$.
Deposited by Miss Florence Hobson. 36.14.2
169. WILLIAM P. PRESTON (died 1880)
Baltimore lawyer.
Unattributed American. Inscription on back of canvas: *Wm P. Preston's portrait/ in 1835.* 30 x 25.
Deposited by Mrs. J. V. McNeil. 1886.1.11
170. MRS. JOHN PROUD (Lurana —) (1755-1827)
Attributed to George William West. $9\frac{3}{4} \times 8\frac{3}{16}$. Oil on panel.
The Redwood Collection. XX.4.215
171. NATHANIEL RAMSAY (1741-1817)
Delegate to the Maryland Convention, and the Continental Congress, 1775; captain in Smallwood's Maryland Regiment, 1776, and lieutenant in the 3rd Maryland Regiment, Continental Line; member

- of the Continental Congress, 1785-1787; appointed naval officer of the Baltimore District, 1794.
By Helen Colburn after Charles Willson Peale. Signed: *Mrs. R. Colburn*. 30 x 25
Gift of Mrs. J. G. Barnard. 1889.1.1
172. MRS. JACOB READ (Catherine Van Horne)
Of South Carolina.
Unattributed American. 36 x 27 $\frac{3}{4}$.
Deposited by the late Mrs. Florence Read Beaton. 04.2.9
173. GEORGE HENRY REPOLD (1756-1811)
Of the firm of Repold and Waesche, merchants of Baltimore.
Unattributed American. 34 $\frac{1}{4}$ x 27.
Bequest of Miss Margaret E. Maund. 31.7.1
174. MRS. GEORGE HENRY REPOLD (Metta Spannhoffd) (1762-1826)
By John Neagle. Signed: *Painted by Jno Neagle/ Jan'y 1st/ 1823— Baltimore. Md.* 33 x 27.
Bequest of Miss Margaret E. Maund. 31.7.2
175. MRS. CHARLES RIDGELY (Rebecca Lawson) (1752-1801)
Of "Ridgely's Delight," Baltimore.
Unattributed American. 15 $\frac{1}{8}$ x 12.
Bequest of Richard H. Thompson. 40.9.2
176. WILLIAM PATRICK RYAN (c. 1858-1933)
Collector of the Port of Baltimore; president of the Hibernian Society of Baltimore.
By H. A. Roben. Signed: *H. A. Roben*. 36 x 29 $\frac{1}{2}$.
Gift of the Hibernian Society. 42.23.4
177. ALBERT SCHUMACHER (1802-1871)
Baltimore merchant and consul for the Hansa towns; president of the Board of Trade of Baltimore; president of the German Society of Baltimore, 1840-1871.
Signed: *Bendann*. 30 x 25.
Gift of Mrs. G. A. von Lingen. 20.32.1
178. GEORGE H. SHAFER (1798-1877)
Of "Spring Dale," Washington County, Maryland.
By John Beale Bordley. 30 x 25.
Gift of Miss Rose Bond Cowman. 26.28.3
179. MRS. GEORGE H. SHAFER (Martha Bond van Swearingen) 1805-1887)
By John Beale Bordley. 30 x 25.
Gift of Miss Rose Bond Cowman. 26.28.4



No. 128. JOHN MCKIM, JR.
By Rembrandt Peale



No. 160. WILLIAM PATTERSON
By Thomas Sully

180. RICHARD SILLS

By John R. Johnston. Signed: *John R. Johnston/Balt* 1858. 36½ x 28¾.

Provenance not established.

181. AZARIAH H. SIMMONS (1807-1855)

New York printer who with William M. Swain and Arunah S. Abell in 1836 established the Philadelphia *Public Ledger*, and in the succeeding year the Baltimore *Sun*.

Unattributed American. 30¾₁₆ x 24¾₄.

Deposited by Mrs. J. V. McNeil. 1886.1.12

182. WILLIAM SMALLWOOD (1732-1792)

Of Charles County, Maryland. Delegate to the Maryland Assembly, 1761; appointed in January, 1776, to command the Maryland troops of the Continental Line; brigadier general, October, 1776; major general, 1780; Governor of Maryland, 1785-1787.

By James K. Harley after Charles Willson Peale. 30 x 25.

Purchase. 1853.1.1

183. JOHN SPEAR SMITH (1786-1866)

Of "Montebello," Baltimore County, Maryland; lawyer and merchant; attaché in London, 1809-1810; at the Battle of Baltimore, 1814, served as aide to his father (see below) in the Third Division of the Maryland Militia; member of the State Senate and Chief Judge of the Orphans Court of Baltimore; first President of the Maryland Historical Society, 1844-1866.

By James K. Harley. 30 x 25.

Gift of Robert Carter Smith. 1893.2.1

184. SAMUEL SMITH (1752-1839)

Of Baltimore; builder of "Montebello," Baltimore County, Maryland; served in the Revolution as captain, major, and lieutenant colonel; for defense of Fort Mifflin was voted a sword and the thanks of Congress; member of Congress, 1793-1803 and 1816-1822; acting Secretary of the Navy, 1801; major general, 3rd Division, Maryland Militia, in command of the defenses of Baltimore, 1814; United States Senator, 1803-1815 and 1822-1823; Mayor of Baltimore, 1835-1838.

By Michael Laty after Gilbert Stuart. Inscribed in ink on back: "*General Samuel Smith*." 29⅞ x 25¼.

Gift of General John Spear Smith and others. 1846.3.2

185. SAMUEL SMITH (1752-1839)

See above. Painted in his 84th year.

Unattributed American. 38 x 32⅞.

Provenance not established.

186. JAMES HOPEWELL SOMERVILLE (1822-1850)
Of Southern Maryland; lieutenant, U. S. Navy, who served in the Mexican War.
Unattributed American. $13\frac{1}{2} \times 11\frac{1}{8}$. Oval.
Deposited by Charles B. Tiernan. 07.2.1
187. MRS. ROBERT MILES SPILLER (Augusta Maltby)
Unattributed American. 30×25 .
Gift of Mrs. William G. Spiller and Mrs. Randolph G. Adams.
44.8.1
188. SEBASTIAN FERRIS STREETER (1810-1864)
Author and publisher; one of the founders of the Richmond, Virginia, *Star*; in 1834, in Baltimore, established *The Transcript*, which later became *The Post*; a leading member of the Union party in Maryland. He was Recording Secretary of the Maryland Historical Society from 1844 until his death.
By James K. Harley. 30×25 .
Purchase. 1865.2.1
189. JOHN STRICKER (1759-1825)
Of Frederick, Maryland, and Baltimore; served in the Pennsylvania Line during the Revolution; in the War of 1812 was brigadier general of the Third Brigade, Maryland Militia; participated in the Battle of North Point, 1814.
By Charles B. King. Signed: *General Stricker/ C. B. KING Pinxt/ BALTIMORE 1816*. $44\frac{1}{2} \times 34\frac{1}{2}$.
Gift of Charles B. Tiernan. 1852.2.1
190. ROGER BROOKE TANEY (1777-1864)
Admitted to bar, 1799; member of State Legislature, 1799-1800; Maryland Senate, 1816-1821; attorney-general of Maryland, 1827; attorney-general, acting Secretary of War, 1831; his recess appointment as Secretary of the Treasury, 1833, was rejected by the Senate; Chief Justice of the Supreme Court, 1836-1864.
By or after Charles B. King. $22\frac{1}{2} \times 19$.
Gift of Washington Perine. 43.41.1
191. ANTHONY THOMPSON (1741-1809)
Of "Whitley Wood Hall," Sheffield, England.
By Thomas Peat. Inscription on back: *Painted by/ Thos Peat No 290 Holborn/ 1789*. $12 \times 9\frac{1}{8}$. Oil on tin. Oval.
The Oliver-Thompson Collection. 34.9.9
192. CHARLES THOMSON (1729-1824)
Of "Harriton," Philadelphia; merchant; statesman; scholar; for fifteen years secretary to the Continental Congress.

By Charles Willson Peale, or copy after him by Rembrandt Peale.
23 $\frac{1}{8}$ x 19 $\frac{1}{4}$.

Purchase. 1857.2.3

193. HENRY THOMPSON (1774-1837)
Of "Clifton" (now Clifton Park), Baltimore; prominent Baltimore merchant.
By John Wesley Jarvis. 27 $\frac{7}{8}$ x 22 $\frac{5}{8}$. Oil on panel.
The Oliver-Thompson Collection. 36.4.1
194. MRS. HENRY THOMPSON (Ann Lux Bowley) (1776-1847)
By Sarah M. Peale. 30 x 25.
The Oliver-Thompson Collection. 36.4.5
195. HENRY ANTHONY THOMPSON (1800-1880)
Adjutant 4th Artillery, U. S. A.; Baltimore merchant and banker.
By Sarah M. Peale. 30 x 25.
The Oliver-Thompson Collection. 36.4.2
196. MRS. HENRY ANTHONY THOMPSON (Julie Zelina DeMacklot) (1808-1861)
By Sarah M. Peale. 30 x 25.
The Oliver-Thompson Collection. 34.4.4
197. MRS. HUGH THOMPSON (Elizabeth Sprigg) (1770-1814)
Unidentified artist. Signature illegible. 13 $\frac{5}{8}$ x 10 $\frac{7}{8}$.
The Oliver-Thompson Collection. 34.9.35
198. MRS. BENJAMIN FRANKLIN TIMOTHY (Anne Telfair)
By Rembrandt Peale. 30 x 25.
Gift of William Power Wilson. 23.11.3
199. NATHAN TOWSON (1784-1854)
Of Baltimore County. Captain in the War of 1812, who served in the Northern Department; Paymaster General of the United States; in the Mexican War brevetted major general, 1849.
By Rembrandt Peale. 22 $\frac{7}{8}$ x 19.
Purchase. 1857.2.2
200. ABEL PARKER UPSHUR (1790-1844)
Lawyer and statesman of Richmond, Virginia; Secretary of the Navy, 1841; Secretary of State after the resignation of Daniel Webster.
By Sarah Peale. Inscription on back: *Abel P. Upshur/ Aged 52/ Painted by/ Miss Sarah M. Peale/ in the summer of/ 1842.* 30 x 24 $\frac{7}{8}$.
Gift of James T. Ringgold. 1896.1.1

201. ADALBERT JOHN VOLCK (1828-1912)
Political refugee from Germany; dentist, artist, silversmith, best known for his caricatures of Lincoln and the Union cause during the Civil War.
By Harper Pennington. Signed in monogram: "HP / '82." 40 x 29 $\frac{7}{8}$.
Gift of Mrs. F. H. Falkinburg.
202. FREDERICK WAESCHE (1777-1825)
Of the firm of Repold and Waesche, Baltimore merchants.
Attributed to Jacob Eichholtz. 30 x 25.
Bequest of Miss Margaret Maund. 31.7.3
203. HENRY WAGGAMAN (d. 1809)
Of "Fairview," Dorchester County, Maryland; prominent lawyer; a delegate to the Convention which ratified the Federal Constitution, 1788.
By Charles Willson Peale. 30 $\frac{1}{8}$ x 25 $\frac{1}{8}$.
Gift of Dr. George S. Macdonald. 34.13.1
204. SEVERN TEACKLE WALLIS (1816-1894)
Lawyer, author; one of the members of the Maryland Legislature imprisoned in 1861; President of the Maryland Historical Society, 1892-1894.
By Thomas C. Corner, probably from a photograph. Signed: *Thos. C Corner-/* 1896. 30 x 25.
Purchase. 1896.4.1
205. MICHAEL WARNER (1774-1848)
Quartermaster, 51st Regiment, Maryland Militia, 1812; proprietor of extensive brickworks near Baltimore.
By James Wattles. 33 x 25 $\frac{1}{8}$.
Bequest of Miss Ida Krebs. 25.28.3
206. MRS. MICHAEL WARNER (Anna Maria Beckley) (1775-1849)
By James Wattles. 33 x 25 $\frac{3}{8}$.
Bequest of Miss Ida Krebs. 25.28.4
207. GEORGE WASHINGTON (1732-1799)
First President of the United States.
By James House. Inscription on back of canvas: *Washington/ copied/ from Stuart's first picture/ by/ General James House/* 1798. 11 x 9 $\frac{1}{4}$.
Deposited by the Peabody Institute. 38.10.1
208. GEORGE WASHINGTON (1732-1799)
By Gilbert Stuart. 29 x 24.
Gift of Miss Richea Etting. 1878.1.1

209. GEORGE WASHINGTON (1732-1799)

By Jane Stuart after Gilbert Stuart. $38\frac{1}{2} \times 31\frac{5}{8}$.

Gift of the Germania Club. 18.8.1

210. GEORGE WASHINGTON (1732-1799)

Unattributed American after Gilbert Stuart. This painting, and one of Lafayette, hung for many years in the Commercial Reading Room, Baltimore. $92\frac{1}{2} \times 59\frac{3}{8}$.

Bequest of Marcus L. Dudley in memory of George U. Porter.
01.2.1

211. WASHINGTON AND HIS GENERALS AT YORKTOWN

Robert Gilmor, the donor, in 1845 said, "The principal figure is Washington, who is in the center—on his right hand stands the Marquis de Lafayette, and between them in the rear is General Knox. On the left of Washington is unquestionably the Count de Rochambeau, with his star. On his left, and in the rear is a French officer, at least I presume so from the order of St. Louis which he wears in his buttonhole, though it is not improbable it may be Rochambeau, and the officer with the Star, the Duke de Lauzun. The last person in profile, with a scroll (perhaps the capitulation to be proposed) is probably Col. Hamilton or Col. Laurens. I think it is most likely to be the latter, as Hamilton was a small man."

The donor ascribed the painting to "the venerable Charles W. Peale, long deceased" and in the catalogue of the second annual exhibition at the Peale Museum, Baltimore, in 1823 were listed: "No. 150. General Washington after the Siege of York, Va. (owned by Col. Hindman) and No. 155, The Siege of York, Va. (owned by Mrs. Dobbin)," both by Charles Willson Peale. In 1893 at the Chicago Exposition, a painting with a similar title (ex-collection Lafayette) was exhibited as signed by James Peale and dated; recent listings of the Maryland Historical Society canvas have followed the latter. However, in view of the entries in the 1823 Catalogue, and the fact that Charles Willson Peale was alive when it was printed, it is possible that the original attribution is the correct one. $29\frac{1}{2} \times 21$.

Gift of Robert Gilmor. 1845.3.1

212. WILLIAM WASHINGTON (1752-1810)

Of Virginia, and "Sandy Hill," St. Paul's Parish, South Carolina; captain of the Third Virginia Regiment, 1776; major 4th Continental Dragoons, 1777; lieutenant colonel Third Dragoons, 1778. Congress in 1781 "Resolved that a medal of silver be presented to Lieutenant Colonel Washington of the cavalry with emblems and

notices descriptive of his conduct at the battle of Cowpens, January 17, 1781."

By Rembrandt Peale after Charles Willson Peale. $23\frac{1}{2} \times 19\frac{1}{4}$.
Purchase. 1857.2.5

213. DANIEL WEBSTER (1782-1852)

Lawyer, orator, statesman, Secretary of State under Harrison, Tyler, and Fillmore.

By Edward C. Willmore. Signed: *Willmore/Balto/Md.* $24\frac{1}{2} \times 19\frac{3}{4}$. Oil on panel.

Gift of Mrs. E. R. Baer. 1889.4.1

214. BENJAMIN WILLIAMS (1763-1812)

Baltimore merchant.

Unattributed American. $30 \times 24\frac{3}{4}$.

The Patterson-Bonaparte Collection. XX.5.77.

215. MRS. BENJAMIN WILLIAMS (Sarah [Copeland] Morton) (1778-1870)

By Thomas Sully. Signed: *TS. 1821.* 30×25 .

Gift of Mrs. Charles J. Bonaparte. XX.5.550

216. OTHO HOLLAND WILLIAMS (1749-1794)

Distinguished Revolutionary officer; appointed colonel of the 6th Maryland Regiment, 1776; served as Adjutant General under Greene in the Southern Campaign, 1782; promoted to Brigadier General, 1782; appointed by Washington Collector of the Port of Baltimore.

By Michael Laty after Charles Willson Peale. $30\frac{1}{4} \times 25$.

Gift of Mrs. Williams and family. 1846.4.1

217. OTHO HOLLAND WILLIAMS (1749-1794)

See above.

By Sarah M. Peale after Charles Willson Peale. $29\frac{1}{2} \times 24\frac{1}{2}$. Oval.

Deposited by the Society of the Cincinnati. 20.36.1

218. MRS. YOUNG (née Barney?)

Unattributed American. $15\frac{1}{4} \times 12\frac{1}{4}$.

Bequest of Richard M. Thompson. 40.9.1

219. CHILD IN BLUE

Unattributed American. $37\frac{1}{2} \times 28\frac{5}{8}$.

Provenance not established.

220. UNKNOWN LADY

Unattributed American. $21\frac{3}{4} \times 18$.

Bequest of Miss Ellen C. Daingerfield. 12.1.8

221. UNKNOWN LADY

Unattributed European. $28\frac{1}{4} \times 21\frac{1}{2}$.

Provenance not established.

222. UNKNOWN MAN

Unattributed American. 36×29 .

Provenance not established.

INDEX OF ARTISTS

JAN ANGUS

Charles Kean

JOSEPH BADGER

Elizabeth Gould

Sarah Gould

Hannah Gould

HANS HEINRICH BEBIE

Myra Leakin

DAVID OR DANIEL BENDANN

Albert Schumacher

CARL BERSCH

Louis Eichelberger Johnson

JOHN BEALE BORDLEY

Eliza Phillips

Mrs. George H. Shafer

George H. Shafer

SOLOMON N. CARVALHO

George M. Gill

Paul Charles Morphy

ANDRÉ CASTAIGNE

Felix Agnus

WILLIAM CLARK

Augustine Herrman (copy after lost original)

Mrs. Augustine Herrmann (copy after lost original)

HELEN COLBURN

Nathaniel Ramsay (copy after Charles Willson Peale)

COLSZ

Empress Eugenie (copy after Colsz by unknown artist)

GEORGE COOKE

Benjamin Gwinn Harris

Joseph Harris

Mrs. Benjamin Gwinn Harris

THOMAS C. CORNER

Daniel James Foley
Hugh Jenkins

Severn Teackle Wallis

ISAAC EUGENE CRAIG

Hugh Davey Evans

JOHN DABOUR

Samuel Knox George

John Hazlehurst Boneval Latrobe

LOUIS DIETERICH

Charles Carroll Bombaugh

Arthur Pue Gorman

FRANCIS M. DREXEL

William Krebs

OLIVER T. EDDY

Children of Israel T. Griffith Jane Rebecca Griffith
Jane Rebecca Griffith (see note under 85)

JACOB EICHHOLTZ

Charles Oliver
Mrs. Thomas Oliver

Frederick Waesche

CHARLES LORING ELLIOTT

Charles Bradenbaugh

ROBERT FIELD

Charles Carroll of Carrollton (copy by Laty)
Robert Goodloe Harper (copy by Harper Pennington)

ERNST FISCHER

Jerome Napoleon Bonaparte

L. G. FLORANCE

Georgie Cohen

FRANCIS GUY

Daniel Bowly and David Harris

OSCAR HALLWIG

George Proctor Kane

John Gottlieb Morris

PAUL HALLWIG

Felix Agnus

CHESTER HARDING

Edward Gray

JAMES K. HARLEY

Mordecai Gist (copy after Charles	John Spear Smith
Willson Peale)	Sebastian Ferris Streeter
William Smallwood	

GUSTAVUS HESSELIUS

Thomas Bordley	Mrs. Henry Darnall, III
----------------	-------------------------

JOHN HESSELIUS

Sarah Fitzhugh	Mrs. Thomas Johnson
Thomas Johnson	

JAMES HOUSE

Anna Maria Coale
 George Washington (copy after Gilbert Stuart)

WILLIAM JAMES HUBARD

Mrs. Edward Johnson Coale	John Oliver
Mrs. Roswell Lyman Colt	Robert Oliver
Robert Morgan Gibbes	Robert Oliver

HENRY INMAN

John Marshall (copy by George C. Lambdin)

CHARLES WESLEY JARVIS

William Wallace Taylor Greenway

JOHN WESLEY JARVIS

Solomon Etting	Jonathan Meredith
Mrs. Solomon Etting	Robert Oliver
Jacob Hindman	Henry Thompson

JOHN R. JOHNSTON

Richard Sills

JOSHUA JOHNSTON

Family of James McCormick

MINOR B. KELLOGG

Greek Girl

CHARLES B. KING

John Stricker	Roger Brooke Taney
---------------	--------------------

FRANÇOIS JOSEPH KINSON

Madame Jerome Bonaparte

JUSTUS ENGELHARDT KÜHN

Eleanor Darnall
 Henry Darnall, I
 Mrs. Henry Darnall, I

Mrs. Henry Darnall, II
 Henry Darnall, III

GEORGE C. LAMBDIN

John Marshall (copy after Henry Inman)

JAMES R. LAMBDIN

Johann de Kalb (copy after Charles Willson Peale)
 George Peabody

MICHAEL LATY

Charles Carroll of Carrollton	Samuel Smith (copy after Gilbert
John Eager Howard (copy after	Stuart)
Charles Willson Peale)	Otho Holland Williams

THOMAS LE CLEAR

Mrs. William Evans

GEORGE LINEN

Mrs. Thomas Stockett Alexander

HENRY G. McCANN

William Fell Giles

John Carroll Le Grand

EDWARD McDOWELL

Brantz Mayer

FERMIN MASSOT

Madame Jerome Bonaparte

ALFRED J. MILLER

Anna Laetitia Coale

Mary Abigail Willing Coale

JOHN NEAGLE

Mrs. George Henry Repold

CHARLES WILLSON PEALE

Daniel Bowly	Nathanael Greene (copy by Rem-
Samuel Chase	brandt Peale)
Mrs. Samuel Chase and Daughters	John Eager Howard (copy by
Mordecai Gist (copy by James K.	Michael Laty)
Harley)	John Jay (see note under 102)
Mordecai Gist (copy by Luther	Johann de Kalb (copy by James
Terry)	K. Lambdin)

Thomas Mifflin (copy by Rembrandt Peale)	Henry Waggaman
John Paca	Washington and the Generals at Yorktown (see note under 211)
William Paca	William Washington (copy by Rembrandt Peale)
Nathaniel Ramsay (copy by Helen Colburn)	Otho Holland Williams (copy by Michael Laty)
William Smallwood (copy by James K. Harley)	Otho Holland Williams (copy by Sarah M. Peale)
Charles Thomson (copy by Rembrandt Peale?)	

JAMES PEALE

Horatio Gates (see note under 62)	Washington and the Generals (see note under 211)
George Michael Krebs	

REMBRANDT PEALE

George Armistead	Thomas Mifflin (copy after Charles Willson Peale)
Stephen Decatur	John Oliver (copy after Gilbert Stuart)
Maximilian Godefroy	Oliver Hazard Perry
Nathanael Greene (copy after Charles Willson Peale)	Charles Thomson (copy after Charles Willson Peale?)
John Jay (see note under 102)	Mrs. Benjamin Franklin Timothy
Isaac McKim	Nathan Towson
John McKim, Jr.	William Washington (copy after Charles Willson Peale)
Mrs. John McKim, Jr.	
Allan McLane	
Louis McLane	

SARAH M. PEALE

Edward Johnson Coale	Mrs. Perry Eccleston Noel
Conrad R. Fite	Mrs. Henry Thompson
Mrs. Conrad R. Fite	Henry Anthony Thompson
Mrs. George Michael Krebs	Mrs. Henry Anthony Thompson
Sheppard Church Leakin	Abel Parker Upshur
Fielding Lucas, Jr.	Otho Holland Williams (copy after Charles Willson Peale)
Mrs. Joseph Nicholson and Elizabeth Nicholson Noel (see note)	

THOMAS PEAT

Anthony Thompson

HARPER PENNINGTON

Robert Goodloe Harper	Adalbert John Volck
(copy after Robert Field)	

ROBERT EDGE PINE

Ann Lux Bowly

CHARLES PEALE POLK

Mrs. Isaac Hite and James	James Madison, Sr.
Madison Hite	Mrs. James Madison, Sr.
Samuel Johnston	

H. A. ROBEN

William Patrick Ryan

JOHN ROBERTSON

George Brown

THOMAS C. RUCKLE

Ennalls Martin, Jr.

Mrs. Ennalls Martin, Jr.

ARY SCHEFFER

General the Marquis de Lafayette (copy by unknown American artist)

SIR MARTIN ARCHER SHEE

Christopher Hughes, Jr.

GILBERT STUART

John Oliver (copy by Rembrandt Peale)	George Washington (copy by James House)
Samuel Smith (copy by Michael Laty)	George Washington (copy by Jane Stuart)
George Washington	George Washington (copy by unknown American artist)

JANE STUART

George Washington (copy after Gilbert Stuart)

THOMAS SULLY

Charles Calvert, 5th Lord Baltimore	Sarah Esther Hindman
Mary Abigail Willing Coale (copy by Alfred J. Miller)	William Patterson
	David M. Perine
	Mrs. Benjamin Williams

LUTHER TERRY

Mordecai Gist (copy after Charles Willson Peale)

JEREMIAH THEUS

Samuel Carne, M. D.

Mrs. Samuel Carne

PHILIP TILYARD

William Baker

Mrs. William Baker

JOHN TRUMBULL

Horatio Gates (see note under 62)

ATELIER OF ANTHONY VAN DYKE

Queen Henrietta Maria

SAMUEL L. WALDO

Jane Rebecca Griffith (see note under 85)

JAMES WATTLES

 Benjamin I. Cohen
 Michael Warner

Mrs. Michael Warner

GEORGE WILLIAM WEST

William Hammond Dorsey

Mrs. John Proud

WILLIAM E. WEST

Mrs. Robert Gilmor

Reverdy Johnson

EDWARD C. WILLMORE

Daniel Webster

JOHN WOLLASTON

Daniel Carroll

Mrs. Daniel Carroll and Daniel Carroll, II

JOSEPH WOOD

 Benjamin I. Cohen
 Samuel Etting

 Nathanael Greene Maxwell or
 William Maxwell

THOMAS WATERMAN WOOD

 Mrs. Edward Johnson Coale
 Benjamin I. Cohen, Jr.

Moses

UNATTRIBUTED PORTRAITS

 George Wansey Andrews
 David Barnum
 Mrs. Andrew Buchanan
 George W. Buckler
 Jeremiah Chase and Richard
 Chase
 Miss Chase
 Henry Daingerfield
 Master Darnall
 Archibald Dobbin
 Empress Eugenie
 Dr. Reverdy Ghiselin
 Dr. Edward Yerbury Golds-
 borough

 Mrs. Edward Yerbury Golds-
 borough
 Israel Griffith
 William Handy Griffith
 Laura Jane Harris
 Hall Harrison
 General the Marquis de La-
 fayette (2)
 John Hazelhurst Boneval Latrobe
 Robert Edward Lee
 John Middleton Lovell
 Haslett McKim
 Mrs. William Duncan McKim (2)
 Henry Myers

Napoleon III
Roger Nelson
Oliver Hazard Perry
Thomas M. Post
Thomas G. Pratt
Mrs. Thomas G. Pratt
William P. Preston
Mrs. Jacob Read
George Henry Repold
Mrs. Charles Ridgely
Azariah H. Simmons

Samuel Smith
James Hopewell Somerville
Mrs. Robert Miles Spiller
Mrs. Hugh Thompson
George Washington
Benjamin Williams
Mrs. Young
Unknown Lady (American)
Unknown Lady (European)
Unknown Man (American)
Unknown Child (American)

THE MARYLAND CANAL PROJECT—AN EPISODE IN THE HISTORY OF MARY- LAND'S INTERNAL IMPROVEMENTS

By WALTER S. SANDERLIN

The Maryland Canal project, to connect the city of Baltimore with the Chesapeake and Ohio Canal by means of an artificial waterway, is one of the many all-but-forgotten episodes in Maryland history which were at one time or another the center of considerable public attention and discussion. In the early nineteenth century, when canals were held in high repute and railroads were still a novelty or at best a speculative venture, the proposal to cut a canal from Baltimore to the Potomac was seriously considered. The story of the canal project, however, is but part of the general history of Maryland's interest in internal improvements.

The interest of Maryland, and of its great commercial center, the city of Baltimore, in trade—particularly the trans-Appalachian trade—has been one of the constant factors in the history of the State during the national period. That interest found expression in the support of several internal improvement projects, such as the Potomac Company,¹ the Cumberland Road,² the Chesapeake

¹ The Potomac Company was chartered and organized, in 1784 and 1785, to improve the navigation of the Potomac River above tidewater by removing obstacles from the river bed and by cutting a series of short canals around the major falls of the river. It remained active until absorbed by the Chesapeake and Ohio Canal Company in 1828. The best account of the Potomac Company is Cora Bacon-Foster, *Early Chapters in the Development of the Potomac Route to the West* (Records of the Columbia Historical Society, XV, 1912), also printed separately (Washington, 1912). Rear Admiral Homer R. Stanford, *The Historic Potomac* (Princeton, 1940), is a short, readable account, apparently based largely upon Mrs. Bacon-Foster's study. John Pickell, *A New Chapter in the Early Life of Washington in Connection with the Narrative History of the Potomac Company* (New York, 1856), covers the period up to 1789 and several episodes thereafter. A brief synthesis of the earlier work, with some new material is given in Walter S. Sanderlin, "A History of the Chesapeake and Ohio Canal" (University of Maryland thesis), chapter ii.

² The National Pike, or Cumberland Road, was built by the federal government from Cumberland to Wheeling, and later extended by Ohio, Indiana, and Illinois

and Ohio Canal,³ and the Baltimore and Ohio Railroad.⁴ From the beginning the attention of the State was divided between the relative advantages of an all-land and an all-water route across the mountains to the Ohio and the Mississippi valleys. The most favorable course by which western trade could be brought to tide-water in Maryland was by way of the Potomac valley. To be sure, the Frederick-Hagerstown-Cumberland turnpike, which served as an extension of the Cumberland Road, followed a more direct, overland route. It could not, however, be expected to compete seriously with a railroad or canal *via* the Potomac. The economies of construction and transportation in the more gently sloping river valley insured the ultimate success of that route.

The dilemma which faced Baltimore, and to a lesser extent the State itself, in the early years of the nineteenth century was how best to utilize the natural advantages of the Potomac valley. Actually it was a two-fold problem: first, as to the relative advantages of land and water transportation—turnpike, railroad, or canal; and second, how to divert the trade that might develop *via* the Potomac route from the river ports of Georgetown and Alexandria to Baltimore. The latter phase of the problem concerned the State because of the indirect benefits which would arise from the development of a great commercial emporium within its own boundaries.

The first effort to utilize the advantages of the valley route was made towards the end of the eighteenth century. In 1784, Mary-

to Vandalia, Illinois. The standard works on the history of the road are: Thomas B. Searight, *The Old Pike* (Uniontown, Pa., 1894), and Archer B. Hulbert, *The Cumberland Road (Historic Highways of America, vol. X)* (Cleveland, 1904).

³ The Chesapeake and Ohio Canal Company was chartered between 1824 and 1826, and organized in 1828, to construct an artificial waterway from tidewater on the Potomac to the Ohio at Pittsburgh. It completed the canal only as far as Cumberland, and then not until 1850. The company went into bankruptcy in 1890, and was sold to the United States in 1938. Trade on the waterway had ceased early in 1924, and the ruins of the canal are now preserved as a historical monument. The only complete history of the canal is my "History of the Chesapeake and Ohio Canal." Other brief accounts covering part of the history of the waterway are: George W. Ward, *The Early Development of the Chesapeake and Ohio Canal Project* (Johns Hopkins University Studies in Historical and Political Science, Series XVII, Nos. 9, 10, 11), (Baltimore, 1899), and Archer B. Hulbert, *The Great American Canals (Historic Highways of America, vols. XIII and XIV)*, (Cleveland, 1905).

⁴ The Baltimore and Ohio Railroad Company was chartered and organized in 1827 to construct a railroad from Baltimore to the Ohio River *via* the shortest practicable route. The best history of the railroad to date is Edward Hungerford, *The Story of the Baltimore and Ohio Railroad* (2 vols., New York, 1928), which is for all purposes an official centennial history.

land and Virginia joined in chartering the Potomac Company and subscribing to a portion of its capital stock.⁵ Many prominent Marylanders took part in the organization and management of the company. Thomas Johnson, Thomas Lee, and others on the Maryland side of the Potomac valley played leading roles in company affairs. The Masons, Templemans, Foxalls, and other families of old Georgetown and the area later included in the District of Columbia were importantly represented. From Virginia came George Washington, Tobias Lear, and others equally notable.⁶

Baltimore interests had opposed State support of the proposed improvement of Potomac navigation, seeing no advantage to their city which might arise from that enterprise.⁷ On the contrary, they feared that the project, if successful, would seriously threaten Baltimore's commercial future and create strong competitors in Georgetown and Alexandria. At first this had been primarily an intra-state jealousy between the two Maryland ports, Baltimore and Georgetown. The inclusion of the latter in the new federal district removed it, the logical terminus for the Potomac trade route, from the jurisdiction of Maryland. Thus Baltimore was able to identify its own interests more closely with those of the State. Nevertheless, Maryland extended further aid to the Potomac Company from time to time until the total amount of financial assistance granted by the State exceeded \$150,000.⁸ The failure of the Potomac Company to develop a large amount of trade

⁵ Act of the General Assembly of Maryland, November Session, 1784; Act of the General Assembly of Virginia, October, 1784.

⁶ Proceedings of the President and Directors of the Potomac Company. The names of the president and directors of the company present at the meetings are listed before the minutes for each meeting. The same is true of the names of stockholders present at the Annual Meetings, recorded in the Proceedings of the Stockholders of the Potomac Company. These volumes, as well as other private papers of the Potomac Company and the Chesapeake and Ohio Canal Company, including letter books, manifests, correspondence, ledgers, pay rolls, official reports, legal papers, and many annual reports are all in manuscript form and are deposited in the Department of Interior Archives (National Archives, Washington, D. C.). They will be cited hereafter as Canal Papers.

⁷ Nathaniel W. Stephenson and Hilary Dunn, *George Washington* (2 vols., New York, 1940), II, 197, 211; Bacon-Foster, *op. cit.*, p. 133. See also the letter from James Madison to Thomas Jefferson, January 9, 1785, in Worthington C. Ford, ed., *The Writings of Washington* (14 vols., New York, 1889-1893), X, 415n-418n.

⁸ *Report of the Committee of the District of Columbia . . .*, May 3, 1822, 17th Congress, 1st Session, House of Representatives, Reports, Vol. II, No. 111, Appendix B1 and B(b), pp. 11 and 13.

from the west postponed the necessity of solving the twin problems connected with obtaining a share of the trans-montane trade for Maryland and for Baltimore. The Frederick road continued to channel a considerable amount of that business through the State to Baltimore.

In 1820, Virginia proposed an inspection of the improvements on the Potomac and invited Maryland to send an engineer to participate in the examination.⁹ The obvious failure of the Potomac Company to achieve the purposes for which it was organized and the threat to their share of the western trade embodied in the Erie Canal (then being constructed by the State of New York) prompted the Chesapeake Bay States to take definite steps to improve their competitive position. As an outgrowth of the examinations of Potomac Company works between 1820 and 1822 it was proposed to charter the Potomac Canal Company, to which the District cities, Maryland, and Virginia would contribute equal sums.¹⁰ This company, as its name indicates, was to construct an artificial waterway up the valley to Cumberland, and eventually across the mountains to the Ohio at Pittsburgh. The possibility of an effective independent canal *via* the Potomac to replace the unsatisfactory river navigation revived the question of Baltimore's share of the trade which the new canal would bring into the Bay area. Lacking an immediate answer, Baltimore interests resorted to obstruction tactics in the Maryland Assembly and successfully prevented favorable action on the application for approval of the charter for the new enterprise.¹¹

During the summer of 1823 agitation for the project on an

⁹ Ward, *op. cit.*, pp. 40-43; Annual Meeting of the Stockholders of the Potomac Company (1820), entered in Proceedings of Directors, Journal B, 440-441, in Canal Papers; Answer of the Chesapeake and Ohio Canal Company, *Chesapeake and Ohio Canal Company vs. Baltimore and Ohio Railroad Company, Maryland Reports*, 4 Gill and Johnson 19-20. Maryland readily agreed to the examination and sent Isaac Briggs to represent the State. Upon the untimely death of the Virginia engineer, Thomas Moore, Mr. Briggs completed the second survey and submitted the reports on behalf of both States. He agreed substantially with the conclusions of Moore after the first inspection. Report of the Engineer of Virginia *in re* a Canal to the Ohio, Potomac Company Correspondence, 1820, in Canal Papers; *Report of the Committee on Roads and Canals*, January 30, 1827, 19th Congress, 2nd Session, House of Representatives, Reports, Vol. II, No. 90, Appendix 3, p. 35; Ward, *op. cit.*, pp. 42-46.

¹⁰ Annual Report of the President and Directors of the Potomac Company (1823), entered in Proceedings of Directors, Journal C, 14-15, in Canal Papers; Answer of the Chesapeake and Ohio Canal Company, *loc. cit.*, 4 Gill and Johnson 21-22.

¹¹ Sanderlin, *op. cit.*, pp. 41-43.

expanded basis continued. Great efforts were made to enlist federal and state support for the immediate construction of a canal all the way to Pittsburgh.¹² In Maryland the agitation concentrated on securing the help of the western counties to offset the influence of Baltimore representatives and their friends. The organization to carry out the enlarged project, the Chesapeake and Ohio Canal Company, was chartered by Virginia in 1824, and by Maryland and Congress in 1825.¹³ No longer, it seemed, could the question of ways and means to divert trade from the Potomac route be avoided.

There was little or no question concerning the first part of the two-fold problem confronting Maryland and Baltimore, i. e., the relative advantages of land and water transportation. It was generally assumed, then as now, that the latter was considerably cheaper, especially for bulky freight. One estimate, in 1822, placed the ratio of costs—freights, tolls, wages, maintenance, time, etc.—as high as eight to one in favor of water over land (turnpike) transportation.¹⁴ In line with this widely-accepted belief, Maryland urged and secured the adoption of an article in the charter of the Chesapeake and Ohio Canal Company to permit the construction of branch canals from points on the main canal, and to allow the use of surplus water from the Potomac for such branches.¹⁵ The Assembly also incorporated the first Maryland

¹² Annual Report of the President and Directors of the Potomac Company (1823), Directors' Journal C, 15, in Canal Papers. The District cities were especially active, sending "agents to solicit and advance the plan with the two legislatures." Answer of the Chesapeake and Ohio Canal Company, *loc. cit.*, 4 Gill and Johnson 21. See also the memorials to Congress from inhabitants of the District of Columbia and neighboring states, in *Report of the Committee of the District of Columbia*, May 3, 1822, *loc. cit.*

¹³ Act of the General Assembly of Virginia, January 27, 1824; Act of the General Assembly of Maryland, December Session, 1824 (January 31, 1825); Act of Congress, approved March 3, 1825. Pennsylvania confirmed the charter on certain conditions, Act of the Legislature of Pennsylvania, February 9, 1826. Again many Marylanders from all walks of life participated in the promotion of the canal project and helped in the formation of the company, including Gov. Joseph Kent, Frisby Tilghman, Philip E. Thomas, Roger Taney, George C. Washington, and others from Baltimore and from the river counties. Some later withdrew to promote the rival railroad project, but others remained staunch friends of the canal. The *Journal of the Chesapeake and Ohio Canal Conventions*, 1823 and 1826 (Washington, 1826), and the Canal Papers themselves indicate the widespread interest of Marylanders in the canal.

¹⁴ *Report of the Committee of the District of Columbia*, May 3, 1822, *loc. cit.*, p. 4, and Appendix G. See also Abner Lacock, *Great National Project . . .* (Washington, 1822), especially pp. 5-6.

¹⁵ By "surplus water" was meant all water from the Potomac river not needed by the Chesapeake and Ohio Canal for purposes of navigation.

Canal Company and ordered surveys made to determine the most favorable route for a canal from the proposed Chesapeake and Ohio Canal to Baltimore.¹⁶ There was general confidence that the advantages of Baltimore as a port were so great that it could easily compete with the District cities and divert a large part of the trade of the Chesapeake and Ohio by means of the cross-cut canal. But it was thought that to be economically attractive to shippers, the Maryland canal must branch off from the Chesapeake and Ohio far enough up the Potomac valley to make the overall distances to the competing ports about the same.

The surveyors reported, however, that they could find no practicable route for a canal in Montgomery County and presumably, therefore, not to the west of it.¹⁷ The decisive factor proved to be the lack of a sufficient supply of water to feed the summit level of the proposed waterway. The surveyors suggested that the highest point in the Potomac valley from which a canal might be constructed to the city of Baltimore would be by way of the Anacostia River, through the District of Columbia, to the east of Georgetown!¹⁸ The consternation with which the Baltimore merchants received the announcement may well be imagined. It was now too late to prevent the chartering of the Chesapeake and Ohio Canal Company. Moreover, the Erie Canal was already completed and in operation all the way from the Hudson river to Lake Erie. Yet Baltimoreans were convinced that the Maryland Canal would not attract trade unless it were built from a point in the Potomac valley above Georgetown.

Baltimore officials called a mass meeting of citizens, on February 12 and 19, 1827, to take some action in the crisis which, they feared, threatened the commercial future if not the very existence of the city. Faced with the problem of constructing a waterless trade route to compete with the Chesapeake and Ohio Canal and

¹⁶ Opinion of Chief Justice Buchanan, *Chesapeake and Ohio Canal Company vs. Baltimore and Ohio Railroad Company*, *loc. cit.*, 4 Gill and Johnson 155. The Assembly incorporated provisions chartering the Maryland Canal Company in the same act by which it authorized the subscription of \$500,000 to the stock of the Chesapeake and Ohio Canal Company. In this way, the Assembly sought to avoid any opposition by the latter to the construction of the branch canal.

¹⁷ *Letter of the Secretary of War, J. Barbour, transmitting a Report of the Engineer on the Survey of a Route for the Proposed Canal to Connect the Chesapeake and Ohio Canal with Baltimore*, January 11, 1828, 20th Congress, 1st Session, House of Representatives, Documents, Vol. II, No. 58, pp. 6 and 8.

¹⁸ *Ibid.*, pp. 6-7.

aware of the inability of turnpikes to compete with canals, the meeting turned to a new means of transportation. It endorsed the project recommended by leading citizens, the construction of a rail road from Baltimore to the Ohio *via* the shortest practicable route. To accomplish this novel and daring venture, the assemblage approved the organization of the Baltimore and Ohio Rail Road Company.¹⁹ The railroad as a means of long distance transportation was still in an experimental stage in England and was almost unknown in America. Thus the project was distinctly a gamble, and the immensity of the risk was an indication of the desperation felt by Baltimore merchants.

The uncertainty and misgivings with which Baltimore viewed the railroad project were reflected in the interest with which it followed the progress of a second survey of possible routes for a canal to link the Chesapeake and Ohio with the Monumental City. Its citizens were by no means as confident of the success of their railroad as enthusiastic contemporary statements would have one believe. Certainly many thought it would do no harm to have surveys and plans for a canal in case the railroad experiment failed to live up to hopes. The new survey for the Maryland Canal was conducted by United States Engineer William Howard in 1827. After examining the field books of the earlier survey, Mr. Howard concluded that the findings were accurate and that there was no possible route through Montgomery county or to the west thereof. He concentrated his attention on a route from the Potomac *via* the Anacostia river. He ran his lines in a northeasterly direction to the east of the Washington-Baltimore turnpike, crossing the Patuxent to the Patapsco at Elkridge Landing. This course he found to be practicable, although at a cost of \$2,980,815.40, excluding land costs.²⁰ Both the location and the expense of the proposed connection were distasteful to Maryland and Baltimore, and the canal project was forthwith dropped.

But it was impossible for the canal proposal to remain inactive. The future of the railroad was too much in doubt, and the many interests behind the planned cross-cut canal were too restless to permit the undertaking to be abandoned completely. After the

¹⁹ Answer of the Chesapeake and Ohio Canal Company, *loc. cit.*, 4 Gill and Johnson 33-34.

²⁰ *Letter of the Secretary of War*, January 11, 1828, *loc. cit.*, pp. 6-7, 8 ff.

failure of the Baltimore and Ohio Railroad to secure court recognition of its claim to prior rights in the Potomac valley in 1832,²¹ interest in the Maryland Canal began to revive. It seemed that the Railroad would be blocked in the Potomac valley by the Chesapeake and Ohio Canal, at least for a while. This possibility was made a certainty by the "Compromise of 1833." This agreement between the rival internal improvement companies, sponsored by the General Assembly of Maryland, stipulated that the westward construction of the railroad would stop at Harpers Ferry until 1840, or until the canal should reach Cumberland.²² In view of such prospects, the interest of the State and of Baltimore in both the Chesapeake and Ohio and the Maryland canals rose rapidly. At the same time they became increasingly reluctant to accept the results of the earlier surveys for the cross-cut canal as final.

In 1836, the Maryland Canal project burst into a new flurry of activity. The westward progress of the Chesapeake and Ohio canal was coming to a halt, the Railroad was still blocked at Harpers Ferry, and both were in need of more funds. The Assembly met in a special session in May, 1836, after refusing to grant further aid in its regular session. Advocates of internal improvements of all kinds met in Baltimore on May 2, 1836, just before the Legislature reconvened.²³ There they reaffirmed their faith in several railroad and canal projects in the State, among them the ill-fated Maryland Canal.

Shortly after the Assembly met, members interested in internal improvements introduced the famous Eight Million Dollar Bill, providing subscriptions to that amount to various railroad and canal companies. The majority of the committee to whom the bill was referred recommended the rejection of the measure. The report criticized the haste which characterized the framing of the bill and the lack of surveys and information upon which to base

²¹ Opinion of the Court, *Chesapeake and Ohio Canal Company vs. Baltimore and Ohio Railroad Company*, *loc. cit.*, 4 Gill and Johnson 71-164; Dissenting Opinion, *ibid.*, pp. 164-226. The decision was rendered by a three-to-two vote, with one justice absent.

²² Act of the General Assembly of Maryland, December Session, 1832 (March 22, 1833).

²³ "Journal of the Internal Improvement Convention (Baltimore, May 2, 1836)," *A Short History of the Public Debt of Maryland* (Baltimore, 1844), pp. 23-30. See also the "Address of the City of Baltimore to the People of Maryland, April 12, 1836," *ibid.*, Appendix, pp. 68-72.

appropriations.²⁴ This criticism applied particularly to the Maryland Canal project, for which no recent surveys had been made. Nevertheless the Assembly did not heed the recommendation of the committee. Instead, spurred on by the advocates of internal improvements led by Baltimore, it passed the bill.

Among the provisions of the act were clauses releasing the Baltimore and Ohio from the restrictions on its westward construction in the Potomac valley, and subscribing \$3,000,000 each to that railroad and to the Chesapeake and Ohio Canal. At the same time, it provided \$500,000 for the newly-chartered Maryland Canal Company and stipulated that the subscriptions to the two major companies should be withheld until the Maryland Canal Company had been formally organized with sufficient capital to insure the commencement of that long-delayed project.²⁵

The reasons for the revival of public interest in the cross-cut canal at this time are fairly obvious. There was at all times a group of people concerned primarily with the local advantages to be derived from the construction of the waterway. These were located in the areas through which possible routes for the connection lay. There were also many who were not yet convinced that railroads could compete successfully over a long period of years with canals. Still others held to the belief that the proposed Maryland Canal would eventually become profitable and would help the financial condition of the State. Finally by 1836 the canal project had become a convenient political device. The Eight Million Dollar Bill was designed to win the support of many representatives from all sections of the State, each for his own personal reason—to help this or that project, to aid State finances, to vote for what was represented to be the progressive side, etc.²⁶

²⁴ "Majority Report of the Joint Committee of Both Branches of the Legislature, appointed to Investigate the Subject of Internal Improvements," *ibid.*, pp. 34 and 38. As a matter of fact, there had been no survey at all for one route (*via Westminster*), and the engineers for both the earlier surveys of the other routes had agreed that they were impracticable.

²⁵ Act of the General Assembly of Maryland, June 4, 1836.

²⁶ The act was specifically identified with ways and means of improving the financial condition of the State; internal improvements were labeled progressive measures; and most sections of the State were interested in the various railroads and canals to be benefited by the subscriptions. The act provided three millions for the Baltimore and Ohio and the Chesapeake and Ohio, one million for the Eastern Shore railroad, and a half-million each for the Maryland Canal and Annapolis canal. See the Special Report on the Completion of the Canal (February, 1851),

To give effect to the new act, Baltimore citizens hastily met and organized the new Maryland Canal Company. Large amounts of capital were subscribed on two occasions, although later investigation showed that the same persons had made most of the subscriptions.²⁷ In general, interest, support and confidence in the project were small. Among the officers of the new company were James McCulloh, Charles F. Mayer, Samuel Jones, Jr., and William Krebs.²⁸ Representing as they did other interests, *e. g.*, the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad, they showed little concern for the progress of the Maryland Canal, but went through the motions of forming the company to satisfy the requirements of the Eight Million Dollar Bill. The Treasurer of the Western Shore duly certified the fact of the formal organization of the Company, whereupon the State released the subscriptions to the other companies. Having fulfilled its primary function, the Maryland Canal Company lapsed into inactivity and again disappeared from the scene.

Meanwhile other measures were afoot to bring about the realization of the proposed cross-cut canal. Following the organization of the Maryland Canal Company, the State appointed two engineers, Messrs. Fisk and Hughes,²⁹ to survey the three routes lying entirely within the boundaries of the State which were stipulated in the Act of 1836 as the ones from which a choice must be made in order to secure State support for the proposed cross-cut canal. The engineers reported in March, 1837, that all three routes—*via* Westminster, Monocacy-Linganore, and Seneca Creek—were impracticable because of an insufficient supply of water on the sum-

proceedings of the Stockholders of the Chesapeake and Ohio Canal Company, Journal D, 343-344, in Canal Papers. This report is also printed separately (Frederick, 1851).

²⁷ *Ibid.*, pp. 346-348; *A Short History of the Public Debt of Maryland*, pp. 44-46.

²⁸ *A Short History*, etc., pp. 44-45. The officers of the new company were: William Krebs, President; Daniel Cobb, Samuel Jones, James W. McCulloh, Charles Mayer, and Richard Caton, Directors. Despite the understanding that the canal should follow an all-Maryland route, the company adopted the course surveyed by William Howard (the only one found practicable on earlier examinations) through the District of Columbia. Special Report on the Completion of the Canal, *loc. cit.*, p. 346, in Canal Papers.

²⁹ C. B. Fisk was the Chief Engineer of the Chesapeake and Ohio Canal Company, having come up through the ranks of company engineers since 1828. G. W. Hughes was a graduate of the United States Military Academy, and was at this time the engineer of the new Maryland Canal Company. Special Report on the Completion of the Canal, *loc. cit.*, p. 347, in Canal Papers; John J. Abert, *Report in Reference to the Canal to Connect the Chesapeake and Ohio Canal with the City of Baltimore*, 1838 (reprinted, Washington, 1874), p. 6.

mit levels.³⁰ At the same time the city of Baltimore sponsored its own surveys in the interest of the Maryland Canal, appointing Isaac Trimble, an engineer experienced in the construction of railroads, to perform the task.³¹ Mr. Trimble reported in March, 1837, that in his judgment the route *via* Seneca Creek was practicable, and estimated the probable cost to be \$6,324,300.³²

Citizens of Montgomery County, through which the major part of the disputed Seneca route would lie, then intervened and, clutching at the straw of hope which the disagreement among the engineers provided, requested that a further effort be made to resolve the differences of opinion. They fully realized that both the County and its inhabitants would benefit from the canal, if constructed, for it would bring higher land values, trade, and occupations in the numerous activities related to the construction, operation, and maintenance of a canal. The Assembly re-examined the three engineers without success. All three reasserted their belief in the accuracy of their original reports.³³ Nevertheless, in March, 1838, the Legislature ordered the subscription to the Maryland Canal Company withheld unless the route finally chosen lay entirely within the State, and authorized the Governor to seek further assistance in the necessary surveys.³⁴

Governor Thomas Veazey thereupon requested that a United States engineer of established reputation be permitted to make an examination of the three routes. Colonel John J. Abert,³⁵ an engineer well acquainted with canals and with the Chesapeake and Ohio in particular, made the survey. In his report in December, 1838, he confirmed the findings of Messrs. Fisk and Hughes that all three routes were impracticable. At the same time he announced the discovery of another route from Seneca Creek *via* Brookville (slightly to the east of the other Seneca route) which he clearly demonstrated to have a sufficient supply of water

³⁰ Abert, *op. cit.*, pp. 5-6; Special Report on the Completion of the Canal, *loc. cit.*, pp. 349-350, in Canal Papers. See also Charles B. Fisk and George W. Hughes, *Report on Surveys and Examinations for a Canal between Baltimore and the Chesapeake and Ohio Canal* (n. p., 1837).

³¹ Mr. Trimble was also a graduate of the United States Military Academy, and had been for some time connected with railroad construction. Abert, *op. cit.*, p. 6.

³² Special Report on the Completion of the Canal, *loc. cit.*, pp. 349-350.

³³ *Ibid.*, p. 350.

³⁴ *Ibid.*

³⁵ Col. Abert had made an inspection of the Chesapeake and Ohio Canal as far as Seneca, in 1831. See the Report of Abert and Kearney in Chesapeake and Ohio Canal Company Correspondence, 1831, in Canal Papers.

to feed the all-important summit level.³⁶ The Governor promptly requested the engineer to estimate the probable cost of this new route. In March, 1839, Col. Abert submitted an estimate of \$11,670,000 for the twenty-two mile summit level, an average of \$500,000 per mile.³⁷ This tremendous sum quickly put an end to all speculation on the construction of the Maryland Canal at that time. An investigation of the still-born Maryland Canal Company, in 1839, revealed the sordid details of the organization and demise of that enterprise.³⁸ Both Baltimore and the State turned their full attention to the railroad as the means by which to secure a fair share of the trans-montane trade.

Only twice during the ensuing years was the Maryland Canal project revived. Each time it was the result of the renewal of fears that the Chesapeake and Ohio Canal would prove to be too great a competitor for the Baltimore and Ohio Railroad, and thus would attract a large share of the latter's business. To recapture the trade (particularly in coal) for Baltimore, it was proposed to construct a cross-cut canal to tap the Chesapeake and Ohio. The threat which the latter posed was never more than potential, but both the city of Baltimore and the railroad company were peculiarly sensitive to real or potential threats from their traditional rival.

In 1845, for example, the mere passage of an act to provide for the completion of the Chesapeake and Ohio Canal to Cumberland was sufficient cause for frenzied measures in Baltimore in behalf of the railroad. For four or five years after 1839 the City and its railroad successfully blocked all measures in the General Assembly to provide effective means for the completion of the canal.³⁹ The passage of an act in 1845 to permit the Canal Company to issue bonds (under certain conditions) to finance its own completion brought violent protests from city officials and drastic measures to prevent effective competition between the rival enterprises. A committee of the city council reported in part: ⁴⁰

³⁶ Abert, *op. cit.*, p. 35.

³⁷ Special Report on the Completion of the Canal, *loc. cit.*, p. 351, in Canal Papers. For the seventy mile canal the cost would have been \$37,131,850, two-thirds the value of assessed property in Baltimore City. *A Short History of the Public Debt of Maryland*, p. 46.

³⁸ Special Report on the Completion of the Canal, *loc. cit.*, p. 351, in Canal Papers.

³⁹ Sanderlin, *op. cit.*, pp. 171-179, and Appendix, Table IV.

⁴⁰ "Report on the Joint Special Committee, etc.," *A Short History of the Public*

Thus we see on all sides, the palpable evidence, that Baltimore is to be made to bear the burden, and that unless she rises up in her whole united strength, she will be crushed by that mountain of imposition which is constantly accumulating around her. Baltimore in point of fact is subject to taxation without representation. If she had been fairly represented in the Legislature of the State, the obnoxious laws complained of, never could have been passed! How was it with the Canal Bill and Stamp Act of the last session!—Both rejected,—then reconsidered, and passed by *one vote*—and that *one vote* given under such circumstances as to fix upon it the suspicion of foul corruption.

The City did not restrict itself merely to complaints.⁴¹

Meantime the corporation of Baltimore are actively engaged in measures which have a tendency to frustrate the objects of the canal company. An ordinance has passed both branches of the city council allowing the Baltimore and Ohio railroad company to run their locomotives into the city with coal, iron ore &c, and also to lay tracks to a new depot on the south of the basin, where vessels may lay free of port charges, and other expenses which they have heretofore been subjected to. The report of the committee of the councils to whom the subject was referred, suggested, that if it became expedient so to do, the railroad company might put the price of bringing down coal and iron to a mere nominal sum and defy competition.

It is not surprising, in view of the continued fear of canal competition, that the completion of the Chesapeake and Ohio Canal to Cumberland in October, 1850, preceded another revival of the Maryland Canal project.⁴² Many felt that because of the relative cheapness of canal transportation over rail, especially in the shipment of bulky freight, the valuable Cumberland coal trade would be lost to the District cities unless Baltimore were connected by a waterway with the Chesapeake and Ohio. Some argued that even a canal through the District of Columbia would be better than no canal at all.⁴³ By 1850, however, the railroad interests were so

Debt of Maryland, p. 84. Another observer took a less favorable view, severely criticizing the City and railroad officials for their conduct during and after the passage of the canal bill and stamp act.

"Not contented, however, with heaping their maledictions on the majority of the Legislature, they must also make an attack on an honest, able and virtuous Chief Magistrate, . . . Some have even had the audacity to accuse him of having effected the passage of the Canal and Stamp Bills by sheer bribery; . . ." *A Short History*, etc., p. 49.

⁴¹ *Niles Register*, LXVIII, No. 6 (April 12, 1845), 85.

⁴² Twenty-Third Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company (1851), Proceedings of Stockholders, D, 414, in Canal Papers; *Report of the Committee of the Baltimore City Council on the Cross-Cut Canal* (Baltimore, 1851), pp. 3-4.

⁴³ *Report of the Minority of the Joint Special Committee . . .* (Baltimore, 1851). General Robert G. Harper had expressed similar sentiments as early as 1824. See

thoroughly entrenched in Baltimore affairs that the proposal received slight notice.⁴⁴ Nevertheless all breathed more easily when recurring floods and political interference in the management of the Chesapeake and Ohio Canal Company prevented it from becoming an effective competitor of the railroad during the 'fifties, even for the coal trade.⁴⁵ Agitation for the construction of the Maryland Canal subsided as the necessity for it disappeared.

After the Civil War, the situation began to change. The Canal weathered the worst of the political interference, and its physical condition began to improve as the result of repairs made during the post-war years. As its reliability as a carrier increased it became a better competitor for trade. It began to make considerable headway in the coal trade. So great was its success in the early seventies that proposals for its extension up the Potomac to the heart of the coal fields,⁴⁶ and over the mountains to the Ohio at Pittsburgh⁴⁷ were again considered. Once more the Maryland Canal project was revived. Baltimore was uneasy over the growing coal trade of the canal. Others in the State were thinking of the profitable occupations connected with canal operation. The dominant position of Arthur P. Gorman, the president of the Chesapeake and Ohio Canal Company, in State political circles provided further support for the revival of the old Maryland Canal proposals. Prompted by the outburst of enthusiasm, the Legislature chartered a new company to construct the cross-cut canal, but it was never organized.⁴⁸ The depression in the coal trade in the latter part of the decade and the consequent decline in the prosperity of the Chesapeake and

General Harper's Speech, to the Citizens of Baltimore, on the Expediency of Promoting a Connection between the Ohio, at Pittsburgh, and the Waters of the Chesapeake at Baltimore, by a Canal Through the District of Columbia. Etc. (Baltimore, 1824).

⁴⁴ Letter of Thomas Swann, President of the Baltimore and Ohio Railroad Company, in *Report of the Committee of the Baltimore City Council on the Cross-Cut Canal*, pp. 5 ff. Also printed separately (Baltimore, 1851).

⁴⁵ Sanderlin, *op. cit.*, pp. 236-248.

⁴⁶ *Letter of the Secretary of War, Transmitting the Report of Engineer Merrill on the Chesapeake and Ohio Canal Extension*, March 2, 1876, 44th Congress, 1st Session, House of Representatives, Executive Documents, Vol. XII, No. 137, p. 31. *Forty-Seventh Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company* (Annapolis, 1875), p. 19.

⁴⁷ *Letter of the Secretary of War on the Extension of the Chesapeake and Ohio Canal*, April 14, 1874, 43rd Congress, 1st Session, House of Representatives, Executive Documents, Vol. XII, No. 208; and *Letter of the Secretary of War, etc.*, March 2, 1876, *loc. cit.*

⁴⁸ *Forty-Sixth Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company* (Annapolis, 1874), p. 24.

Ohio Canal again brought to an end all talk of a Maryland Canal. After this failure there were no further revivals.

The vicissitudes of the Maryland canal project provide a new insight into the commercial development of Baltimore in the critical middle years. Insofar as the growth of the Monumental City is typical of other coastal centers, the study is of general interest. Clearly indicated by the fluctuating fortunes of the canal proposal are the early struggles of the Baltimore merchants to establish their city's commercial position. For the successful accomplishment of this goal a fair share of the growing western trade was of utmost importance—as the substantial citizens of the city fully realized. It was to attract the produce of the Ohio valley that they considered the construction of the cross-cut canal and the Baltimore and Ohio Railroad, eventually adopting the latter project. The frequent revival of the canal proposal only emphasized their uncertainty over the relative competitive advantages of the waterway and the railway and their determination to overlook nothing in their efforts to promote the prosperity of their city.

It is perhaps only of academic interest to speculate upon the possible history of the canal had it been constructed. The waterway undoubtedly would have succumbed to the competition of the railway, even as the other canals did. Nevertheless, during its lifetime it would have greatly affected the daily life of many Marylanders along its route and probably would have raised property values in the region it served. It might have exercised a permanent influence on the economic development of the State through its effect on trade routes and its stimulus to local manufactures along its banks.

THE SENATE AND THE LADIES, 1850

By HOMER JOSEPH DODGE *

Women who have been elected to Congress and those who formerly have held seats today can be admitted to the floor of the Senate by courtesy and, in recess, as special guests but no more does the gallantry obtain which, for a short period, nearly a century ago, ushered bevvies into the Senate Chamber as guests of that august assemblage. . . . There was a month in the cold winter of 1850 when the Senate Chamber was more crowded with hoopskirts than with credentials!

The record—which was privately kept and printed in those days before the establishment of the *Congressional Record*—is sketchy on the proceedings of February 6 but wholly explicit on February 7. At the opening of the Senate Willie P. Mangum, a Whig Senator of North Carolina . . . moved that ladies be admitted to the floor of the Senate under a suspension of the rules. He referred to the fact that, on the previous day, they had been present to hear the Senator from Kentucky, Henry Clay, begin his speech on the Missouri Compromise . . . Senator Mangum said:

Mr. President [Vice President Millard Fillmore] a young and gallant body like this, I suppose, will be ready to accord the privilege at once.

Senator Sam Houston of Texas, a man who had been President of the Republic of Texas as well as many other things, seconded the motion. The Vice President observed that unanimous consent would be required. Whereupon Senator Foote of Mississippi, . . . declared:

Mr. President, this motion addresses itself not only to the gallantry of the body but to its sense of justice. The ladies were admitted yesterday and participated in the intellectual banquet then spread for us. They were all dismissed before the feast closed and I insist upon it that, in sheer

* Reprinted from *The Gold Fish Bowl*, official publication of the National Press Club, Washington, D. C., Early Autumn Number, 1945, where it was published anonymously.

justice, they should be admitted to hear the continuation of the speech of the Senator from Kentucky.

The motion carried.

On February 8, Senator Foote moved to admit the ladies. Senator Seward of New York, who was to become President Lincoln's Secretary of State, seconded the motion. It carried and the ladies trooped in, hoopskirts and all, to hear Senator Houston, the man who had fought in the Creek War with Andrew Jackson, been adopted a member of the Cherokee tribe and become Governor of Tennessee, speak for two hours on the Missouri Compromise. . . . At the conclusion of his address, Senator Foote moved a secret, executive session which, obviously, would bar the ladies. But Senator Seward intervened with a motion to adjourn, a motion which is not debatable. The Senator from New York apparently wanted to see the ladies home, while the Mississippi solon thought the Senate should attend to business—or at least more formal business. He asked for the yeas and nays: The Seward or Ladies' party won on the division but only by 20 to 19.

Once again on February 12 when the matter was due to come become the Senate, the body suspended the rules on Senator Foote's motion and Senator Berrien of Georgia, was heard. The same procedure was followed smoothly on February 13 but then came a dramatic change.

On this February 14, 1850, this feast of Saint Valentine, Senator Foote made his usual motion to suspend the rules to admit the ladies. But Senator Pearce of Maryland had, it appeared, been tried beyond his endurance. The 46-year-old Whig addressed the Chair:

Mr. President, there is a duty to be performed here which I should be glad to devolve upon some other and older Senator. But, really, Sir, the Senate is not a Court of Love and Beauty. Senators are not troubadores and minnesingers; and we have matters to deal with very different from those of romantic gallantry! The Senate has grave and weighty affairs to transact; and the transaction of them is not likely to be advanced, but to be checked and obstructed by the suspending of the rules of the Senate. The oratory of the Senate is very commanding; but it is utterly powerless when heard against that blaze of beauty with which the Senator from Mississippi delights to surround us! It falls upon unwilling ears and minds when opposed by that mute but potent eloquence which flashes from the eye of beauty—that

—Language by the virgin made,
Not heard, but felt; not uttered, but betrayed.

Sir, I desire to save the Senate from the dangers of this witchery—to avoid the artillery of Cupid with which of late we have been besieged! I confess myself to have been a victim; and taking counsel and courage from despair, I insist upon the protection which the rules of the Senate afford.

Whereupon Mr. Foote—who had fought four duels in the course of his career—addressed the Chair and said:

Mr. President, I hope the Senator will withdraw his objection in consideration of one fact. He has entirely forgotten to look into the galleries. If he had done so, he would have found that he would not be protected. Even if I withdraw my motion, the Senator will still be in the midst of dangers. I believe there are at least 60 ladies waiting to come in.

Mr. Clay (aside to Pearce):

Oh, give way.

Mr. Pearce:

I am not so much afraid of the influence of the ladies at that distance but I think I have reason to object to being brought into such close quarters.

So the motion to admit the ladies carried and the Senate listened for an hour and a half to Senator Foote's colleague, Jefferson Davis of Mississippi, afterwards President of the Confederate States of America.

Other matters appear to have absorbed the Senate or, perhaps there had been an adjournment, for it is not until March 7 that the debate on the Missouri Compromise was resumed. The report of the *Congressional Globe* for that date begins its story by saying:

At an early hour this morning the Senate Chamber was completely occupied by ladies and such few gentlemen as had been able to obtain admittance, who had endured several hours' patient possession of seats and even of the floor, that they might hear the long expected speech of the Senator from Massachusetts.

It would appear that, like the camel which first had got only its head into the Arab's tent, Washington society had gradually inserted its whole body without awaiting the formality of a suspension of the rules. When the Senate was called to order, Senator Foote addressed the Chair:

Mr. President, I move that the ladies be permitted to occupy the floor—which they are now doing.

The Vice President:

The Senator from Mississippi moves that the ladies be permitted to occupy the floor. This motion requires unanimous consent.

Now, for the first time in the debate, is heard the voice of Jeremiah Clemens, a Senator from Alabama. . . .

Mr. President, would it not be well enough to make the Sergeant-at-Arms clear the gallery of its male occupants so as to allow the ladies to occupy it, as we then could act with more comfort? Somebody must be put to inconvenience—either the Senate or the ladies (which I do not desire) or the male occupants.

Mr. Foote:

I would suggest to the honorable Senator that he should not make the innocent responsible. The ladies are never disorderly and I do not see why they should be made responsible for the disorderly conduct of our sex.

While the *Congressional Globe* does not say so, this context would suggest that there had been foot-stamping, the mouthing of partisan slogans and other disorder. But the motion of Senator Foote carried . . . And so, for the last time, ladies were admitted to the Senate floor and heard Daniel Webster begin his historic address.

Mr. President, the imprisoned winds are loose. The East, the West, the North and the stormy South all combine to throw the whole ocean into commotion, to toss its billows to the skies and to disclose its profoundest depths. . . . I speak today for the preservation of the Union!

REVIEWS OF RECENT BOOKS

The Perilous Fight, Being a Little Known and Much Abused Chapter of Our National History in Our Second War of Independence and a True Narrative of the Battle of Godly Wood and the Attack on Fort McHenry More Suitably Described as the Battle of Baltimore. . .
By NEIL H. SWANSON. New York: Farrar and Rinehart, 1945.
xiii, 555 pp. \$3.50.

The name selected by Mr. Swanson for his latest book is taken from the third line in the first stanza of the Star Spangled Banner. In his foreword he says it is an attempt to place the birth of the National Anthem in its actual setting of events. His conception of the setting requires a canvas broad enough for an account of the British invasion of Maryland in 1814 in which he uncovers a national hero whom he calls America's really forgotten man, Major General Samuel Smith.

The author has been called by a competent authority a historical novelist, a title earned on the strength of such well known works as *The Judas Tree*, *The Phantom Emperor* and *The Silent Drum*. But Mr. Swanson is much more than a writer of historical novels. He is managing editor of the *Baltimore Sun Papers* and vice-president of the A. S. Abell Publishing Company. Born in Minnesota, he saw combat service in the first World War in France and received his discharge in the rank of captain. His connection with the *Sun Papers* began in 1930 and shortly thereafter he evinced his interest in the War of 1812 by the publication of *The Flag was Still There*. Offered as fiction, it nevertheless foreshadowed *The Perilous Fight*.

In his introduction to the *Phantom Emperor* the author says "This story is not all fiction." It is not as a writer of fiction but as a historian that Mr. Swanson makes a bid in *The Perilous Fight*. Yet of it he might have said "This story is not all history" for into it fiction is charmingly woven. The historical features are supported by a lengthy documentation which bears testimony to the author's diligent and extended research, resulting in the incorporation in the text of much new material. The fiction is that of a gifted writer with a keen feeling for the dramatic and a strong urge to use it.

If putting flesh on the bones of the dead and blood in their bodies will encourage the reading of history, no exception may be taken to mixing fiction with fact, provided the reader understands where the one ends and the other begins.

It is, however, with the historical aspects of the book that this review is concerned. After it has been read and put on the shelf, as must happen to all books, including the best sellers, what estimate will be put upon it as a historical document? It is a challenging book, one which the writer declares to be "an attempt to describe those events [with which it deals] exactly as they occurred without distortions and omissions, the braggings and apologies and half-truths and the carelessly perpetuated errors that have blurred them."

Embellished with illustrations and numerous well-drawn maps, it is to be regretted that the book's usefulness as a history is impaired by the failure of the author to include a bibliography and an index. In the notes in many instances the data requisite to place his authorities are lacking, and the omission both in the text and the notes of recognized sources is surprising.

An outstanding instance of this is Mr. Swanson's conception of the British invasion. He leaves the reader under the impression that the capture of Washington and Baltimore had been planned in London and, although not in the book but in an article written for the *Baltimore Sunday Sun* of December 30, 1945, he considers the invasion part of a campaign to split the United States and to set up a buffer state designed to block its growth forever. This, he holds, was frustrated by the successful defense of Baltimore under the leadership of General Smith. Such a conclusion can only be reached by ignoring the Wellington Dispatches and the correspondence between Admiral Cochrane and Lord Bathurst, between Cochrane and Cockburn and Sir George Prevost and Cochrane prior to Cochrane's arrival in the Chesapeake, as well as the reports of Cochrane and his letters to Bathurst and the Admiralty after the capture of Washington, to say nothing of narratives of Sir Harry Smith and Sir James Scott. This material, to which the author does not refer, makes it clear, first that the decision to move against Washington was only made by Ross and Cockburn after the conference between them at Upper Marlboro on August 22nd and that the so-called "demonstration against the City of Baltimore" involved a change in plans to leave the Chesapeake for the New England coast that had been made by Cochrane after the capture of Washington; and second that the expedition to the Chesapeake was essentially punitive, with Washington, Baltimore, Annapolis and Philadelphia as possible objectives only, and did not contemplate the seizure and occupancy of any territory.

The first part of the book, approximately one-third, is taken up with the events which culminated in the Battle of Bladensburg and the capture of Washington. The rest is devoted to the defense of Baltimore, in which the battle of North Point, the bombardment of Ft. McHenry and the role played by General Smith are the highlights.

1. BLADENSBURG

One takes up the author's account of Bladensburg curious to discover what he has found to add to the accounts of that engagement given by

Brackenridge, Williams and Ingraham. It becomes apparent immediately that the writer has a mission, namely to rescue the American troops from the opprobrium heaped upon them because of their alleged refusal to stand up and fight. Mr. Swanson's thesis is that it was not a refusal to fight but the failure of General Winder ("Will Winder" to him) to give them an opportunity to fight.

In the events leading up to Bladensburg, and particularly in the failure of the Administration to realize the peril of Washington and to cooperate with Winder in his efforts to prepare for its defense, Winder's difficulties are fully recognized, and the author clearly shows that the charge made by Henry Adams that everyone but Winder understood that the British would attack through Bladensburg, is as utterly false as other statements made by that writer, but he brings a new charge against that luckless officer. "Will" Winder, he says, was a gentleman before he was a general, meaning thereby that Winder knew the obligations of both, and yet he accuses him of having falsified his statement made to the Congressional Committee inquiring into the capture of Washington.

In his statement Winder says he gave the order to Gen. Walter Smith commanding the Washington troops to retreat because his left wing was in danger of being enveloped by the British (under Brook). The author does not claim with General Wilkinson that the order was a tactical mistake and at least open to discussion but declares that Winder did not give the order for the reasons alleged by him. In this Mr. Swanson is in direct conflict with no less an authority than one of General Smith's officers, Major John S. Williams, and with all other writers with whom this reviewer is familiar. Moreover, while he emphasizes the "tears and imprecations" of Smith's command when ordered by Winder to retreat to Georgetown, he fails to mention that this order was only given after Smith had withdrawn first to a point beyond the turnpike gate and afterwards to the Capitol grounds where a conference took place among Armstrong, Monroe and Winder as to the advisability of Smith's there awaiting an assault by the oncoming British, or of retreating to Georgetown.

Instead of two battles fought at Bladensburg as claimed by other writers, Mr. Swanson finds that there were three and that Winder shares with James Monroe, Madison's Secretary of State, the responsibility for the loss of the first two and is wholly responsible for the loss of the third. No mention is made of the Court of Inquiry demanded by Winder after the publication of the Report of the Congressional Committee, which, headed by General Winfield Scott, reviewed the tactics employed by Winder in handling the crises that he was called upon to face when Stansbury's troops became panic stricken and fled the field of battle, nor that the verdict of the court of inquiry was favorable to Winder on all points.

The author does not mention Cochrane's reason for sending Gordon's squadron up the Potomac and declares it to have been a mission of no importance. He fails to appreciate the bearing it had on the strategic moves of the American forces after the enemy landed at Benedict, influenced as they were by the belief that Gordon's ships carried a large

number of troops and that a junction of Ross and Cockburn with Gordon's fleet on the shores of the Potomac might well be involved in the British strategy. Nor is any mention made of Winder's letter to Armstrong advising that Gordon's ascent of the Potomac be blocked by sinking vessels in that river.

In the absence of defensive works offering the American forces some measure of protection as at New Orleans, it is highly improbable that the action at Bladensburg would have been decided in their favor had they been led by Andrew Jackson himself. No fairer judgment has even been passed on Bladensburg than by Col. Joseph Sterett, who commanded the Fifth Regiment in that action and who witnessed the panic that swept it from the field: "The fall of the capital must be ascribed chiefly to insufficiency in point of numbers and total inadequacy in point of discipline of the troops assembled for the defense. No general, however great his talent or exertion, with such means against a foe, could save it."

General Winder, after receiving his discharge from the Army in June, 1815, resumed the practice of law in Baltimore, and when he died in his fiftieth year he was the leader of the Bar in Maryland and one of the recognized leaders in his profession in the nation. His place in the affections of the citizens of Baltimore was attested at his funeral which in its elaborate military and civic displays has never been exceeded in the annals of that city.

Maps—The author furnishes an excellent map of the battlefield of Bladensburg. A comparison discloses a close similarity to Wilkinson's map but it is an improvement on his both in detail and in clarity. He also has two small original maps that are extremely helpful in understanding the disposition of Stansbury's troops before and after it was disturbed by Monroe. The map facing the front cover of the book leaves much to be desired. It does not show the approaches to Washington by way of Benedict, Port Tobacco and Piscataway, the roads which connected Annapolis with Upper Marlboro and the Potomac River, nor the so-called River Road by which the British entered Bladensburg and which ran from that place to the ferry on the Potomac, nor does it show the location of Gordon's squadron in the Potomac on the date in question, viz., August 22nd—all of which had an important bearing on the strategy of the American commander.

It is when Mr. Swanson, the novelist, impelled by the dramatic aspects of the incidents set down by Mr. Swanson, the historian, seizes the pen and takes over the writing that the book speaks with authority that cannot be challenged. Nowhere else in print will be found a more stirring portrayal of what a G. I. thinks about when going into action than in the pages devoted to the charge of the 5th Regiment at Bladensburg. Passing over the fact that officers on the field called it an "advance" and that the terms "advance" and "charge" are not interchangeable, it nevertheless remains that no one except a man who had himself been in combat could have written with so much feeling. The same flair for the dramatic leads Mr. Swanson to introduce conversations in his narrative and to make

Francis Scott Key a figure at Bladensburg in a role which, in fact, he never filled.

II. THE DEFENCE OF BALTIMORE

This part of Mr. Swanson's book is not only a full and well written account of the measures taken to frustrate the plans of the British, but it affords an excellent biographical sketch of Smith's youth and training for business and his service in the Continental Army, based on material contributed to the *Historical Magazine* (of Boston) by his son, John Spear Smith, when he was president of the Maryland Historical Society.

There is nothing controversial about North Point and Fort McHenry. The facts relating to both are well understood and generally agreed upon, but as with Bladensburg Mr. Swanson has a thesis. It is that the historians have not appreciated their importance; that they must be regarded, first as not having merely prevented the capture of Baltimore but as having averted a national disaster; secondly and chiefly that in General Smith is found a combination of military genius and mercantile shrewdness that brought about the frustration of the enemy's plans, and that Smith is an unrecognized national hero of the stature of Andrew Jackson; and thirdly that they had an effect upon the peace negotiations in progress at Ghent profoundly favorable to us.

The author's view that the attack on Baltimore was part of a plan to divide the U. S. has been examined. Something additional will be said further on. It may be conceded that General Smith has not been given the credit he is entitled to for his services in defense of Baltimore, but to make that concession is far from being in agreement with the figure that emerges under Mr. Swanson's skillful pen. The delightfully told story of the visit of Colonel Howard and his committee to "Montebello" to request Smith to take over the command at Baltimore is fiction, and in the chapter, the "Struggle for Command," the statement that Smith assumed command over the three naval heroes, Rodgers, Porter and Perry, is erroneous. Neither Porter nor Perry had a command engaged in the defense of Baltimore. Rodgers did have a command but it was separate and distinct from Smith's. He acted under orders of the Secretary of the Navy and his position with relation to Smith was similar to that of Barney with relation to Winder at Bladensburg. Smith is portrayed as displaying great intrepidity in taking over the command at Baltimore, thereby running the risk of being courtmartialed or punished for insubordination. It is difficult to concede that Smith was in danger on either count. He was a major general of militia called into service by the Governor of Maryland. No lawyer in Maryland was more familiar with the militia law than layman Smith. This is clearly shown in a letter which he wrote to General Winder on the subject. The only question at issue between him and General Winder was whether a major general of militia outranked a brigadier general of the regular army and as the regulations clearly provided that he did, the point left to be settled was the territorial limits of Smith's command. Outside these limits Winder functioned as commander of the 10th Military District which included Maryland and the District of Columbia and that part of

Virginia lying between the Potomac and the Rappahannock Rivers. On the answer to the question hung not only the range of military authority but grave and confusing conflicts in administrative details, such as the feeding and payment of troops and the expiration of enlistments. Winder's correspondence with Monroe discloses an insistence upon the clarification of these issues and the writer's harsh criticism of Winder appears unjust.

"Historians" says Mr. Swanson, "should not pretend to be mind readers." Yet many pages of soliloquy by Smith are given, and many more pages record just what passed through his mind as he considered problems of defense, such as where the enemy would make his beachhead. Smith's solution is set down as an instance of his combined military and business capacity, although one may wonder where else than North Point the British could have landed without putting the Patapsco River between them and the City.

The author's contention that the British failure at Baltimore together with the smashing defeat at Plattsburg led to a revision of their peace demands and brought about the treaty at Ghent lacks sufficient support. The letters that passed between the members of the British ministry and those written between them and the Duke of Wellington tell a different story. Nor can support for such a claim be found in the diary and the letters of John Quincy Adams. He wrote that he considered the capture of Washington as well calculated to unite the nation and strengthen its war effort. As to Baltimore, he wrote that the defeat of the British was little more to be proud of than the demonstrations against it afforded the enemy.

The defeat at Plattsburg instead of weakening the British will to war, he wrote, had greatly strengthened it. It was Wellington who made the demand of *uti possidetis* look ridiculous and who was chiefly responsible for its abandonment on November 27th by the British as a peace condition. What made peace with the United States desirable was given in a letter from Lord Liverpool to Castlereagh on November 28th as follows: First, the state of negotiations at Vienna; second, the alarming situation in the interior of France, and, third, the serious state of British finances.

According to the author, the abandonment by the British Commissioners of the humiliating claims made in their original note was coincidental with the receipt at Ghent of news of the British reverses at Baltimore and Plattsburg. This is a mistake. The projects for armed navigation of the Great Lakes and the so-called Indian buffer state were withdrawn before Plattsburg and Baltimore were fought and the impressment of seamen and search and seizure of our vessels had become dead issues following the cessation of hostilities on the continent of Europe. When the information as to Baltimore and Plattsburg reached Ghent on October 21st the navigation of the Mississippi, the fisheries and *uti possidetis* were about all that remained to be negotiated.

North Point—The story of North Point fills 201 pages. What might prove technical and dull to the average reader is illumined by the author's skill in providing conversation and soliloquy. In the death of Ross there

is too much drama to be passed over. The story of Wells and McComas, now generally discredited and described by Marine as a family tradition, is given a factual setting carrying it back to Bladensburg.

On Tuesday, the 13th, the British are placed well to the northeast of Baltimore and across the Belair Road. It is, of course, well established that elements were in such a location and we have the statement of Mrs. Hollins, daughter of Col. Sterett, that they occupied "Furley Hall," the Bowley home, which was beyond Herring Run and west of the Philadelphia Road, but that the British Army was in the location shown on the map, page 449, can only be a surmise.

In speculating as to a communication between Brook (whose name he spells Brooke) and Cochrane, the author ignores the statement made by Sir James Scott that he carried the message from Brook to Cochrane, disclosing Brook's plans for the night attack and Cochrane's instruction as to them. The author incorporates the records of the British regiments engaged at North Point and Bladensburg, giving emphasis to the seasoned troops Stricker's militia were pitted against.

Fort McHenry—Fort McHenry is covered more fully than has been done heretofore. The author has made researches that enable him to give full and valuable information as to the rockets and bombs which were rained on the Fort and to disclose with the aid of drawings and illustrations by Mr. Stees the construction and rig of the bomb ketches and rocket ships in Cochrane's attacking squadron. His description of the assault by the force from Cochrane's ships on the night of the 13th and his account of the disposition of Armistead's forces outside the Fort and the dispositions of Rodgers' command are full and accurate. In his description of the bombs it is to be regretted that he failed to direct attention to the gigantic bomb in the museum at Ft. McHenry and to the smaller ones in the basement of the Maryland Historical Society.

No new light is shed on the writing of the National Anthem. There is no allusion to Judge Delaplaine's *Life of Francis Scott Key*, in which is told for the first time the circumstances attending the selection of Key for the mission to the British fleet in Dr. Beane's behalf. It may be mentioned in passing that the correct reading of the line in the National Anthem is "Bomb bursting in air," and not as generally written "Bombs bursting in air."

The book closes with Smith still in command and the soldiers carousing and singing the Star Spangled Banner.

In apportioning the credit for the successful defense of Baltimore Mr. Swanson overlooks the parts played by Rodgers and Armistead. It was Cochrane's failure to reduce Ft. McHenry and to penetrate the defenses of the harbor that accounts for the withdrawal of Brook during the night of the 13th and early morning of the 14th of September. It was the skill of Rodgers in obstructing the entrance to the harbor and the navigation of the Ferry Branch and to the intrepidity of his men manning the Lazaretto and the barges ranged across the entrance of the inner harbor and to the steadiness of his men under Webster and Newcomb in the forts on the

Ferry Branch that helped to make Cochrane's attack a failure. But above all and chiefly it was the heroism of Armistead and his men, who never faltered under the rain of bombs and rockets to which they were subjected, that contributed to the outcome.

The men whom the citizens of Baltimore and Maryland decided conspicuously to honor were Rodgers, Armistead and Webster, and not Smith who had never been under fire. The significance of this decision is found in the fact that it was contemporaneous with the activities in which these men had been engaged, and when they still could have been the talk of the town.

The reason set down by both Cochrane and Brook for a failure to press the attack is not given. Cochrane reported that he could not hazard serious injury to the ships of his fleet because they were committed to the New Orleans campaign, while Brook said that he could not risk depletion of his forces which an assault on the defenses of Hampstead Hill would have involved for the same reason. This furnishes additional proof, if any were required, that the British forces that invaded Maryland were ear-marked for the New Orleans campaign before the attack on Baltimore, an attack which was solely punitive in character and no part of the plan to seize and occupy territory or to engage in an enterprise having as its object the division of the United States.

Maps—The author furnishes four well drawn and extremely helpful maps. One shows the line of battle at North Point and the other three his conception of the movement of the British forces on September 13th. The map appearing on the inside of the back cover and the facing fly-leaf is inferior to the so-called Winder map which shows the defense works on the city's eastern limits in a different location from that shown on any of the author's maps. Having been completed a few years after the war the Winder map should be considered as reliable. Reference in a note is made to "contemporaneous maps," but they are not identified.

Notes—Many of the references to sources fail to furnish the data necessary to enable the reader or the student to consult them and in one instance no reference is given at all, namely the correspondence between Winder and Monroe in Chapter 12.

RALPH ROBINSON

Archives of Maryland, LXI. Proceedings and Acts of the General Assembly of Maryland, 1766-1768. [Assembly series, vol. 29.] Edited by J. HALL PLEASANTS. Baltimore: Maryland Historical Society, 1944. cviii, 616 pp. \$3.00.

The sixty-first volume of the *Archives of Maryland* is excellent. Here once more the student will find textual completeness, good clear print, a satisfying format, an appendix containing wisely selected correlative documents, and a generous index. If there is a better way to open avenues for

historical studies of a state's past, no other state has discovered it, and the reviewer does not know what it is.

The present volume, the twenty-ninth in the assembly series, brings us within six years of the end of the history of the provincial assembly, and within less than seven of the outbreak of the Revolution. The sessions of 1766, 1767, and 1768, just after the Stamp Act and during an interval of relaxed tensions and of realignment in the internal affairs of Maryland, are unusually interesting. The close student will note that, even in this exceptional period, when the measure of argument and irritation between the lord proprietor and the House of Delegates diminished, the reduction did not alter their traditional relationship of conflict in principle and of struggle for power. Nothing within the premises of Maryland's provincial institutions and ideas could lessen the fundamental difference of tenets and attitudes, sharply defined since 1739, between the Parliamentary principles of the House of Delegates and the proprietary and authoritarian presumptions of Lord Baltimore and his appointees to high office.

The question of colonial self-government or authoritarian control is undoubtedly the central one of the whole assembly series, and the question approaches its historic climax in the years of this volume. On the other hand, the assembly record itself indicates that this theme was not the only theme of legislative history, and, still more plainly, that it does not tell the whole story of Maryland's eighteenth-century development. The assembly, even when frustrated in its effort to make good its constitutional claims and principles, did act on many important matters. It passed laws to promote town-growth, especially in the case of Baltimore; and it heard about, and legislated on, matters of Indian affairs, the established church, poverty and relief, and, yes, "fish conservation." This volume will be indispensable to any social historian, who, following some of the newer directions of Clio, wishes to investigate the common life of the people of Maryland.

One fact about the *Archives* at this stage, the pages of volume LXI themselves do not yield. This is the last volume which Dr. J. Hall Pleasants will edit. He has done sixteen volumes. During his term the "letter of transmittal," which presents the manuscript volumes of the *Archives* to the Maryland Historical Society from its Publications Committee, has grown from a slight and formal thing to an ample learned preface to all that follows. And in recent years Dr. Pleasants' (unsigned) introductions to the assembly series volumes (in this case ninety pages) have come to be detailed legislative histories such as only long familiarity and rare knowledge could produce. Here is one of the quiet, unrecognized, services of scholarship. Dr. Pleasants' clarification and illumination of the bulky and intricate documentary record is history for research historians, rather than reading for a sizeable public. But these quiet services indicate a great editor. He has set standards for Maryland editors to carry on, and for others to follow, as best they can.

CHARLES A. BARKER.

The Johns Hopkins University.

The History of the State of Ohio. Edited by CARL WITTKE. Published under the Auspices of the Ohio State Archaeological and Historical Society, in six volumes. Columbus, Ohio: 1941-1944. \$25.00. Vol. IV. *The Civil War Era, 1850-1873*. By EUGENE H. ROSENBOOM . . . 1944. 559 pp.

The publication of the fourth volume of this monumental history marks the successful completion of a major project in the historiography of an individual state of the Union. Volumes V and VI bringing the story of Ohio down to 1938 were published prior to the issue of the volume reviewed below. The titles and authors of the other volumes in this notable collaborative enterprise were: I, *The Foundations of Ohio*, by Beverley W. Bond, Jr.; II *The Frontier State: 1803-1825*, by William T. Utter; III, *The Passing of the Frontier: 1825-1850*, by Francis P. Weisenberger; V, *Ohio Comes of Age: 1873-1800*, by Philip D. Jordan; VI, *Ohio in the Twentieth Century: 1900-1938*, by various contributors under the editorship of Harlow Lindley.

Our sister society in Ohio is to be congratulated on the accomplishment of a large scale project in scholarship. The work is well printed, illustrated and bound. It may be assumed that it will answer all needs for a general history of the State for many years to come. The project had the official authorization of the State legislature—J. W. F.

Appearing in the midst of World War II, this volume tells the story of Ohio immediately before and after the War between the States. The earlier chapters present in detail the life of the people while the last section deals mainly with matters political. In between comparatively little space is given to war activities, for the sectional conflict touched Ohio but little.

The first section of the volume is intriguing in that it contains certain departures from the customary historical treatment, since in recounting the things that concern the people, space is given to detailed accounts of antebellum sports; in fact, this history of Ohio is possibly unique in recounting not only popular interest in the beginnings of baseball but also in presenting a complete box score of a game played in 1870 between the "Red Stockings" of Cincinnati and the "Harvards," which the author acclaims as the "champion university team" of that time; and it seems clear that the Red stockings—whose photos in toto appear—were then the best team in the nation. The top salary was \$1,400.00 which may be compared, or rather contrasted, with the \$80,000.00 paid Maryland's "Babe" Ruth a half century later.

At about the same period the invention and use of the McCormick reaper is described, and here the author might well have introduced the story of the transportation of the first reapers to reach Cincinnati. These, prior to their manufacture in Chicago, were carted over Virginia roads

to the James river and thence through the Chesapeake Bay, the Atlantic Ocean, the Gulf of Mexico, and up the Mississippi and Ohio.

The beginnings of Ohio's higher educational institutions include contemporary apology that if \$40.00 seemed too high a price for one winter's lectures in the first agricultural college of the State, that amount might be made to cover two winter courses. Stranger still was the status of Wilberforce University for Negroes, which, after seven years, "consisted of six pupils in primary English studies" with a "faculty of one man."

The hazards of travel should interest some statistician to present a per capita comparison between the 550 railroad casualties for 1872 and the per annum automobile accidents of today.

The volume shows ample evidence of much patient research; and although it hardly constitutes "popular" reading, there are many such items of general interest as the above that tend to lighten a presentation which, much to the irritation of historians, is deprecated as "pedestrian."

MATTHEW PAGE ANDREWS

The Colonial Agents of the Southern Colonies. By ELLA LONN. Chapel Hill: University of North Carolina Press, 1945. 438 pp. \$5.00.

If, as she notes in her preface, Miss Lonn departed from her chosen specialty in the writing of her latest work, the diversion is a welcome one in the field of colonial history. For the record of the colonial agent, accomplished factotum, has long deserved compilation and specific treatment hitherto denied him in American colonial history except for J. J. Burns, *The Colonial Agent in New England*, published in 1935.

In her scholarly and well documented work, the author discusses among other phases of her subject, the genesis of the agent, the development of the regular, as distinguished from the special agency, the duties of the agent, the agent at work, and his successes and failures.

Situated, as so often he was, in the center of a triangle with points representing the British trade and colonial boards, the prejudices of the Assemblies and the varying moods of the people, the agent's lot was seldom happy. Small wonder that, after presenting a wealth of material, Miss Lonn concludes the agency to have been on the whole an ineffective institution. She discusses, too, the more intangible facets of the agent's career; and these, this reviewer at least, wishes the author had probed more deeply for it is in these intangibles, as Miss Lonn indicates, that the colonists' use of agents can best be justified. This is not unfavorable comment for the work is primarily factual and well rounded. But one wonders if the material does not exist from which interesting speculation and discussion might not be drawn on phases of the agent's work which Miss Lonn in keeping with the nature of her work covers but briefly: the value of the agent's services as a medium of communication between the peoples of the colonies and of Britain; the results of the agent's com-

promises, and his preventive value where legislation harmful to the colonies was planned.

In one of the appendices, a list of agents by colonies includes those from Maryland. Leonard Strong is accounted the colony's first agent. He was dispatched to England in early 1655 by the Puritans to forestall the reports of the St. Mary's group regarding the Protestant revolt. The terms of eight other Maryland agents are discussed at varying lengths before reaching the colony's last effective agent, Charles Garth, who also acted for Georgia and South Carolina. A remarkable man with a long career as agent, Garth was prominent in the struggle to repeal the Stamp Act.

The author concludes, in spite of the singularly difficult position of these liaison officers, that most agents maintained loyalty to both British and colonial governments. Clearly they recognized the difference of interests between Britain and her colonies. Nevertheless, although the agent might see the issues and consequently fear for the Empire, he could not force clarity of vision upon the men who were then directing British destiny.

HAROLD R. MANAKEE

American Diaries: An Annotated Bibliography of American Diaries Written Prior to the Year 1861. Compiled by WILLIAM MATTHEWS with the assistance of ROY HARVEY PEARCE. (University of California Publications in English, Vol. XVI, 1945.) Berkeley and Los Angeles: University of California Press, 1945. 383 pp. \$4.00.

Historians and amateur students of history have long recognized the value of diaries as sources for our knowledge of the past. While thousands of diaries (Mr. Matthews lists four thousand) have been reprinted in recent years, the labor of seeking them out in obscure periodicals and little known publications has militated against their usefulness. The present volume accomplishes the gargantuan task of marshalling these diaries in order of their dates and their authors, and of describing each one briefly and critically. Mr. Matthews limits himself to those documents which are a "day-by-day record of what interested the diarist, each day's record being self-contained and written shortly after the events occurred, the style being usually free from organized exposition," and which have been published in English. Within these limits the bibliography is admirable as far as Maryland material is concerned, the reviewer having found but one omission, "The Diary of M. Ambler" (*Virginia Magazine of History*, XLV, 1937, pp. 152-170). One may question, however, the inclusion of *The Journal of Latrobe* for this is quite evidently an "organized exposition" written some time after the events and not a "day-by-day record." Similarly, Johnn David Schoepf's *Travels in the Confederation* is a travel narrative, not a diary according to the definition of Mr. Matthews.

Such few blemishes, of course, in no way detract from the importance

of the bibliography, nor from the debt of gratitude which all readers of American history owe to Messrs. Matthews and Pearce.

WILBUR H. HUNTER, JR.

The Unfortified Boundary. Edited by ROBERT MCELROY [and] THOMAS RIGGS. New York: privately printed, 1943. 490 pp.

"A diary of the first survey of the Canadian Boundary Line from St. Regis to the Lake of the Woods by Major Joseph Delafield, American Agent under Articles VI and VII of the Treaty of Ghent, from the original manuscript recently discovered." This handsome volume is a valuable addition to the list of published American diaries, although destined for a limited audience. It is primarily of interest to students of diplomatic history and the history of cartography, although there are many descriptive passages of interest to historians of the northern frontier in 1817-1823. The long introduction by the editors (131 pages) is a highly technical explanation of the significance of the diary and the general diplomatic background.

W. H. H., JR.

Portraiture in the Virginia Historical Society, with Notes on the Subjects and Artists. By ALEXANDER WILBOURNE WEDDELL. Richmond: Virginia Historical Society, 1945. 192 pp. \$1.00.

Following the excellent examples set by the New-York Historical Society and the Historical Society of Pennsylvania in issuing catalogues of their portrait collections, and in between the handlists of those in the collection of the Maryland Historical Society (that of the portraits in oil in this issue) the Virginia Historical Society's volume is welcome. Differing widely from the standardized institutional publication (very often found dull and dry by the general public) this guide to the Virginia collection is replete with quotation and interpellation; it throws many sidelights on the historical, social and literary background of the "Old Dominion." Undoubtedly the diverting personalia and the author's partizan and enthusiastic approach will be enjoyed by those using the volume at the Society's Gallery.

The names Jessup Lightfoot Allen (born William Griffin Orgain) lead the index; it ends with that of George Wythe and includes "Argyle," the noted racer foaled in Prince George's County Maryland in 1830. Not only are such Virginians as Washington, Jefferson, Madison, Monroe and Marshall recorded in the collection but also foreigners—among them Lord North, de Lafayette, de Lauzun and Gerard. To be found in the collection of the Virginia Society are portraits formerly exhibited at the Maryland Historical Society: a George Washington from the collection of Z. Collins Lee in 1856; portraits of the Lee family deposited by the late Elizabeth Col-

lins Lee at the turn of the century; also deposited at the same period were portraits of General and Mrs. Bradley T. Johnson and "Stonewall" Jackson, all by William Garl Browne and of which we find a contemporary record in the list of Browne's works inserted after his biographical notice. There are biographies of the following artists whose names are not found in many indexes: William Garl Browne, Edward Caledon Bruce, Henri Delattre, John B. Martin, James W. Ford, Louis M. D. Guillaume, David English Henderson, James Duncan Smith, James Warburg, H. M. Wegner, and Eugen Weisz. Partial check-lists of the works of Browne, John A. Elder, Louis M. D. Guillaume and William James Hubbard are of considerable interest. Numbers of the artists working in Maryland also traveled to Virginia and in the collection are works by Bogle, Boudet, Delattre, Harding, Healy, John Hesselius, Hubard, Charles B. King, Charles Willson Peale, Rembrandt Peale, St. Memin, Thomas Sully and John Wollaston, whose productions are to be found in Maryland. Important as it is to have the contents of the Virginia Historical Society's collection of portraits available for study when away from Richmond, yet it is to be regretted that the lack of formality and consistency in format makes the guide difficult to use for quick and ready consultation.

ANNA WELLS RUTLEDGE

Blair House—Past and Present: An Account of Its Life and Times in the City of Washington. By KATHERINE ELIZABETH CRANE. Washington: Department of State, 1945. 38 pp. \$1.00.

This handsome brochure was published to serve as a guide for the official guests of this country who at one time or another occupy the historic Blair house, a yellow-stuccoed Classic mansion located opposite the White House in Washington. Erected in 1824 by Dr. Joseph Lovell, first Surgeon General of the Army, Blair House was later purchased by Francis Blair for what would now appear a small sum for so magnificent a residence—\$6500. The Blair regime lasted there until 1942, when the United States purchased the property.

The Blairs and their activities are described in detail, particularly their relations with the White House. Francis Blair entered Andrew Jackson's "Kitchen Cabinet"; Montgomery Blair was Postmaster General in Lincoln's administration; Elizabeth Blair Lee "bore Mrs. Lincoln company during the terrible days and nights" after Lincoln's assassination. After that the Blairs gradually retired from public life.

In this well written account there is no good description of the house, nor any attempt to correlate it with other examples of early American architecture. The sixteen excellent photographs, however, do give a fair picture of the place, from the Ionic portico to the statuary garden. The scene from the Department of State is particularly effective. As a whole the little book gives a convincing portrayal of Blair House and "its life and times."

HENRY CHANDLEE FORMAN

The Romance Behind Walking Canes. By WILLIAM J. BURTSCHER. Philadelphia: Dorrance & Company, 1945. 220 pp. \$2.50.

Implicit in the title of this work, and throughout the work itself, is originality of thought. Singular meaning is given to something which one (unless a collector) normally regards as commonplace. In so doing, the author exercises a craftsmanship easily equal to that used in the carving of the many finely wrought canes described by him. Thus, the reader's imagination is stimulated and his memories are revived.

And so there returned to mind the story of a gold headed cane in Maryland in 1897. In that year, there were two rival candidates for an associate judgeship in the Second Judicial Circuit. A couple of weeks prior to the election, it was found that, at a church supper about to be held, this cane was to be raffled off, votes being cast for the respective candidates. The cane was then to be presented to the one receiving the largest number of votes. One of the candidates, preferring the results of the ballot box to the hazard of the count at a church supper, purchased the cane prior to the lottery and presented it to his opponent. It is assumed that the cane is still in the possession of the descendants of the defeated candidate.

Mention of the title of this work several days ago caused a friend to remark in effect: "I have an old cane that used to belong to my great-great grandfather in Philadelphia. Sometimes, when feeling a little weary or out of sorts, I go out for a walk and take this cane with me. Somehow it lifts me up. It does something to me."

How closely akin is this reaction to the author's comment in his chapter on The Francis Dana Cane: "Because of its intimate contact with its owner, one thinks of a cane, almost, as if it were endowed with a positive consciousness of its environment. It seems to see and hear and feel the elements in which it moves and to transmit the essence of its intimacies to posterity" (page 174).

Rather than to dwell at great length upon a summary of the subject matter, it seems more appropriate to direct attention to the fact that the author, having tapped innumerable sources of information, historical and sentimental, has made a most interesting and a very unique contribution to current writings. Reference is made to several valuable canes owned by the Maryland Historical Society.

EDWARD D. MARTIN

Early Rehoboth. Documented Historical Studies of Families and Events in This Plymouth Colony Township. Volume I. By RICHARD LEBARON BOWEN. Rehoboth, Mass.: privately printed, 1945. x, 164 pp. \$5.00.

This volume makes an important contribution to Colonial history because it presents a new method for estimating population and shows that

previous studies have erred, at least so far as the Plymouth Colony is concerned. There are so few figures on seventeenth century populations that it is like the opening of a treasure trunk to find Mr. Bowen's carefully prepared statement. The chapters of this book employ the original records and let the contemporary documents tell their own stories, with just enough explanation to clarify vague points. A section on a hitherto unknown epidemic in 1694 (possibly smallpox, typhoid fever, or influenza) provides interesting material for the student of Colonial medical history. Primarily a local history—the first volume in a series—the influence of this work will extend far beyond the small area it purports to cover.

WILLIAM D. HOYT, JR.

History of Brown Memorial Presbyterian Church, 1870-1945. By L. IRVING POLLITT. Baltimore: Thomsen-Ellis-Hutton Co., 166 p. \$3.50.

From one point of view it is easy to understand how a man born and bred on the Eastern Shore in the Makemie Country could write the story of a great Presbyterian church. It somehow must be in his blood. The church, however, about which he writes so well and so carefully is a Baltimore institution, seventy-five years old and a church already with a distinguished record of achievement. As a Baltimore institution, it has been the spiritual home of a large and influential community of Presbyterians; not only are its roots reaching out through all the City, but it has carried on a world-wide ministry of loving service—benevolent, inspiring and fruitful.

Mr. Pollitt has made a fine contribution in his selection of material as well as in the arrangement and style in which he writes.

Brown Memorial Church began in 1870, created by a memorial gift from Mrs. Isabella Brown as a tribute to the memory of her late husband Mr. George Brown of the firm of Alexander Brown & Sons. She was a member of First Presbyterian Church, and her pastor, Dr. John Chester Backus aided her extremely generous gift by sending his remarkable assistant pastor, John Sparhawk Jones and a group of sixty substantial members of First Church together with other members from various churches to "colonize" the new venture. From such an auspicious beginning and under a series of remarkable pastors: Sparhawk Jones, Maltbie Babcock, John Timothy Stone, J. Ross Stevenson, John McDowell and its present distinguished minister, Dr. T. Guthrie Speers, a long and distinguished history is well told in this book. Baltimore, as well as many other people will read it with profit and interest.

JOHN H. GARDNER, JR.

Scientific Thought in the American Colleges, 1638-1800. By THEODORE HORNBERGER. Austin: University of Texas Press, 1945. 108 pp. \$1.50.

This monograph is a by-product of a larger investigation of scientific thought in North America before 1800 and deals mainly with the courses in mathematics and natural philosophy offered in eight colleges which were sufficiently well established to exercise cultural influence before the close of the eighteenth century.

Maryland readers will be interested to note that both Washington College (Chestertown) and St. John's College (Annapolis) were in the group of institutions just below the first eight. Washington had a professorship in natural philosophy and logic as early as 1782, and St. John's possessed a chair in mathematics in 1789, but neither owned enough equipment to make a showing in the scientific field before 1800.

WILLIAM D. HOYT, JR.

You Will Find It in Maryland. By STIRLING GRAHAM. Illustrated by EDWIN TUNIS. Baltimore: Records and Goldsborough, Inc. [1945] [92 pp.].

As a sixtieth anniversary tribute to the manufacturing firm which published it, this handsome book supplies a varied range of information about Maryland and Marylanders. The larger portion is devoted to a list of Maryland "firsts." The text is interspersed with other historical matter dealing with the founding of the Colony, the lore of good eating and remarks on the place of Baltimore in the Maryland cosmos. Mr. Tunis's illustrations in color help to make a vivid presentation.

J. W. F.

NOTES AND QUERIES

THE NEW COVER

On entering its forty-first year the Magazine throws down the gauge to advancing years by exchanging its staid design for a bright color and a characteristic Maryland view. Through the universal language of this and other pictures the Committee on Publications believes that the new cover will attract more readers to the contents and thus contribute toward arousing wider interest in the history of State and Nation—one of the objects set forth in the Society's charter of 1844.

To Mr. Arthur E. Miller, of Baltimore, instructor at the Maryland Institute and successful designer, the Society is indebted for planning the cover.

RATCLIFFE MANOR

On the Tred Avon River, two miles from Easton, stands the Georgian mansion which was for a century and a half the home of the Hollyday family. Architecturally it is one of the most distinguished houses in Maryland. Less impressive in size than certain others, it is scarcely excelled in beauty of proportion and detail of decoration.

The name comes from the tract patented in 1659 by Robert Morris, a mariner, who chose it presumably to commemorate Ratcliffe on the Thames, an outlying section of London. Though Morris's warrant of the preceding year called for manorial rights, it appears that neither he nor succeeding owners exercised the privilege. A part of this land came in 1749 into possession of Henry Hollyday (1724-1789), son of Colonel James Hollyday, of Readbourne," Queen Anne's County, through his marriage to Anna Maria Robins. The younger Hollyday was high sheriff of Queen Anne's until his removal to Talbot in 1752, when he purchased adjoining properties on one of which he built this house. While there is no evidence of the date, there is reason to assign its construction to the middle 1750's. The estate passed out of possession of the Hollyday connection in 1903, and, after being for many years in the hands of the Hathaway family, was acquired in 1945 by Mr. Gerard C. Smith, formerly of New York.

GENEALOGICAL PRIZE ESTABLISHED

To encourage the collection and compilation of records of Maryland families, Mrs. Sumner A. Parker of Baltimore has presented \$1,000 to the Society to support an annual award for the best contribution received in this field. The income from this fund is to be awarded annually for the article or compilation of genealogical material judged by the Society to be most useful. The prize will be known as the Dudrea W. Parker Genealogy Prize.

The Society will be glad to consider entries in the contest for the current year, closing December 31, 1946. A committee of judges will be chosen in due course and the name of the winner, with a description of the material for which the prize is awarded, will appear in these pages.

Baltimore History—I am preparing to write a history of Baltimore society and politics in the first half of the 19th century. While the material at the Maryland Historical Society is excellent, I am sure that there is much more in private hands, especially that of a personal nature, and that dealing with lesser known figures in Baltimore history. I would like very much to examine manuscripts of all descriptions concerning this period—diaries, personal and business letters, and account books. For instance, does anyone have material on Edward Johnson, Mayor 1808-1816 and 1819-1820?

WILBUR H. HUNTER, JR.
Department of History
Johns Hopkins University

Day—Cramblitt or Cramblet—Avis Day and Stephen Cramblet were married in Baltimore May 12, 1796. (Superior Court Record.) Avis had brother Thomas Day. Avis and Stephen had twelve children: Amelia, married Peter McAnalley; Ann, married Charles Jones; Thomas; Rebecca; Hannah, married John Purdy; Elizabeth; John; Mary; Francis Asbury; Julia; Stephen; Lydiannah. Avis died 1821. All this from family Bible I own. I wish the earlier ancestry of Avis Day and Stephen Cramblet (Cramlet, etc.) and possible connection with Jacob Cramblich family of Anne Arundel (will of 1800).

FRANCES E. SCHMIDT
Hyde Park Hotel
Chicago, Ill.

Cheney et al.—I want the names of the parents with mother's complete name and authentication, of each of the following: Richard Cheney, d. 1685, and his first wife; Hon. Thomas Hatton and sister-in-law, Margaret Hatton; Richard Hall, d. 1687, and his wife Elizabeth; William Ijams, d. 1703; Richard Smith, d. 1690, and his wife Eleanor; Rev. William Wilkinson and his wife Naomi.

I will pay ten dollars (\$10.00) each for the first correct answer sent me.

ETHEL DENUNE YOUNG
(Mrs. Norville Finley Young),
1968 Denune Avenue, Columbus 3, Ohio

CONTRIBUTORS TO THIS NUMBER

FREDERICK B. M. HOLLYDAY, a native of Easton, Maryland, is a student at Washington and Lee University. ☆ A member of the Society's staff since 1944, ANNA WELLS RUTLEDGE is a student of the history of American art and a specialist in miniature painting. ☆ Holder of a doctorate in history from the University of Maryland, WALTER S. SANDERLIN hails from Washington, D. C. He is assistant professor of history at Bowling Green State University, Bowling Green, Ohio. His monograph, "History of the Chesapeake and Ohio Canal" will be published during the present year by Johns Hopkins University Press. ☆ HOMER JOSEPH DODGE, a journalist, also of Washington, D. C., and a member of this Society, is founder of the Bankers Information Service. He has been editor of *The Gold Fish Bowl* for several terms.